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Boston City Planning Board
Sep #1

THE URBAN RENEWAL OF CENTRAL SOUTH END

A Proposal for the consideration of the Boston Planning Board;
The Boston Redevelopment Authority;
and The Boston Urban Renewal Coordinator.

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Preface

In the South End survey of the past four months there has developed a situation of which it can only be said by the surveyor, "This appears to be the fundamental and logical principal solution." It thus becomes necessary for others to evaluate the tentatively arrived at conclusion.

Accordingly, it is then in order to state the proposal as concisely as possible, direct it to the proper authorities, append such detailed study material as may be relevant, and be prepared to discuss the proposal after the authorities have examined the material submitted.

In respect to the South End, it is herein assumed:

1. Urban Renewal is probably indicated for most of the South End in the immediate future and on a city-wide priority basis.

2. The renewal process may take five to ten years or longer, and may involve total public and private costs of ten to twenty million or more.

3. The substantial betterment of the South End is vital to the health and welfare of the South End, to adjacent districts, and to the city of Boston as a whole.

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Presentation

I.

It is hereby proposed that the necessary steps be taken to have that part of the South End bounded by the New York, New Haven & Hartford railroad tracks, Berkeley and Dover streets and Harrison and Massachusetts avenues declared and qualified as a federally approved urban renewal area now predominantly sub-standard residential and in need of federal aid for conservation, rehabilitation or redevelopment in the area's several parts; and which area shall be designated as "South End."

It is further proposed that the sub-area within Central South bounded by West Newton, Tremont and West Dedham streets and S avenue be redeveloped as a combined park, playfield and playg recreational center, herein tentatively termed "Blackstone Fi

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It is finally proposed that the adjacent blocks (a) bounded by West Dedham, Tremont and Upton streets and Shawmut avenue; and (b) bounded by Shawmut avenue and West Dedham, Washington and West Brookline streets be redeveloped insofar as necessary by such increments of low-rent public housing as may be found essential for the relocation of eligible families displaced from the Blackstone Field and these same adjacent blocks areas.

II.

A series of studies is in process which will lead to a general survey report and which has, to date, produced the following preliminary conclusions particularly pertinent to the foregoing proposals:

1. Central South End will continue to be predominantly residential and will contain a population of mixed character and moderate or lower income economic range of perhaps 30,000 people.

2. Such a population should have, according to accepted minimum national standards, some 75 acres of usable open space. Central South End contains less than 10 such acres at the present time.

3. The density of Central South End per habitable acre is nearly twice that of the adjacent Back Bay and Roxbury districts, and is substantially excessive by any standard of residential land use.

4. The M.I.T. research studies of 1945 which asserted that the South End needed at least 50 acres more of recreational space; and the City Planning Board's allocation of a playfield area to the South End in its 1950 Preliminary General Report are both unquestionably substantiated by the present studies.

5. A strategically located and large enough South End Recreational Center to include a playfield and allied major indoor and outdoor modern community facilities should produce the following most important results:

   (a) Reduce present very excessive district density of population.

   (b) Increase direly needed usable open space.

   (c) Provide modern recreational facilities now entirely lacking.

   (d) Bring some measure of the great Boston park system into the midst of the underprivileged South End.

   (e) Stimulate rehabilitation of private property and create new values and corresponding tax revenues on all sides.

6. In regard to the stimulation of rehabilitation, it is to be emphasized that these present studies suggest a recreation "regenerative catalyst" for the South End which, besides the recreational objective, would have vital underlying sociological and economic objectives and justifications. From one study we quote:

"The clearance of some 15 to 20 acres of decadent blocks in the heart of the South End and their redevelopment as a great recreational center (with or without some measure of fringe housing if financeable, or relocation housing if necessary) appears, at this writing (Nov. 12, 1957), as though it might be a catalyst or activator of adequate size, location and nature in itself to regenerate much of the South End to a very substantial degree; and also induce various kinds of allied regenerative developments in all directions from it. One or more small projects cannot accomplish such a result, nor a large one on the edge of a District, nor a project dedicated to new constructional use."

III.

Appended are copies of our Studies, numbers 5-A, 5-B, 5-C and 8 for perusal. The first three are complementary and should be read in order. They give details and data so far developed and tend to substantiate the Blackstone Field area (5-CA in our studies) as the most likely area for a recreational center redevelopment. (Also appended are Studies 1, 2 and 6 for reference).

In conclusion, it is hoped that prompt and thorough consideration will be given to these proposals by the official authorities; and that the opportunity may develop for cooperative endeavor in this regard.

Respectfully submitted,

Van Ness Bates Associated

Planning and Research Consultants

January 2, 1958

KEY AND DATA FOR SOUTH END STREET INDEX

lumn 1. Name of street. Public ways in capitals. Private ways in lower case. Asterisk denotes not open to public use.

lumn 2. Street terminals and direction of numbers.

lumn 3. Ward and Precinct.

lumn 4. Ward and Precinct street numbers within South End.

lumn 5. South End U. S. Census Tracts.

lumn 6. Street numbers within Census Tracts.

is special street index omits that section of Tract G-1 in Ward 3, Pre-nct 10 east of Boylston and Essex Streets which comprises parts of the tail, wholesale and financial districts and has no housing or sociological pects.

e Index has been compiled from four basic sources:-
The Bromley Atlas; 2. "Boston's Streets" - Dept. of Public Works, 1955 ition; 3. "Assessed Values of Boston Real Estate" - Boston Real Estate ard, 1956 Edition; 4. "List of Residents" - Police Department, January 1, 57.

e street numbers given in the Index (and on the allied series of 200 scale nsus Tract and Housing Block maps) are usually inclusive of numbers from l of these four sources and therefore do not coincide in many cases with y single source. Particularly at corners, assessments will be on one reet but not on the other but residents may be at either. Gaps in mbering also exist in between numbers, often where public or tax-exempt operty is located. Where Precinct and Census Tract numbers coincide e Precinct numbering is usually given.

r general reference, however, the Index is believed to be inclusive of l public and private ways (except alleys) and reasonably accurate but, discrepancies have been found in all four sources, the Index is not aranteed free from errors.

is Index should serve to ascertain the street numbers, odd and even reet sides, in any section or sub-area of the South End, such as Wards, ecincts, Census Tracts, Neighborhoods, Social Service areas, School stricts, Parish areas, Housing blocks, etc. The Index shows the ex-nt of the South End for Assessments, Police Listings, Census Tracts d Housing blocks. It supplements the Ward and Precinct maps published the City and the special Census Tract and Housing Block maps compiled conjunction with this Index.

N. B. (E. & O. E.)

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1.	2.	3.	4.	5.	6.
ACTON	From 1251 Washington To 39 Bradford	3-11	1-11 2-12	I-3	1-11 2-12
ALBANY	From 83 Beach To 88 Eustis (Rox.)	3-10 3-11 3-12 8-1 8-2	1-205 209-405 409-473 489-613 220-636 615-795 640-774	G-1 G-2 I-2 I-4 L-5 L-6	1-167 177-195 199-363 200-300 365-595 314-774 597-709 715-795
ALBION	From 146 Castle To 14 Dover	5-1	15-103 8-104	I-1	15-103 8-104
ANDREWS	From 70 E. Canton To 81 E. Dedham	8-1	1-13	I-4	1-13
Andrews Pl.	From 3 Andrews To Thorn	8-1	1 2-12	I-4	1 2-12
APPLETON	From 441 Tremont To 332 Columbus Ave.	5-1 4-1	1-67 2-74 69-165 76-164	J-1 L-1 J-2	1-125 6-74 76-120 131-165 130-164
ARLINGTON	From 101 Beacon To 427 Tremont	5-2	21-177 22-172	J-1	21-177 22-172
ASH	From 19 Bennet To 14 Oak	3-10	2-36	G-2	2-36
ASYLUM	From 1020 Washington To 385 Harrison Ave.	3-10 3-11	2-16 1-17	I-2	1-17 2-16
Bates Pl.*	At 9 Kneeland	3-10		G-2	
Bay	At 56 Fayette	5-2	1	J-1	1

.	2.	3.	4.	5.	6.
CH	From 674 Washington To 731 Atlantic Ave.	3-10	7-75 4-72	G-1 G-2	71-75 4-72 7-67
net Pl.*	At 40 Bennet	3-10		G-2	
NET	From 780 Washington To 173 Harrison Ave.	3-10	9-49 4-46	G-2	9-49 4-46
KELEY	From 497 Tremont To Storrow Drive	5-1 5-2 4-2	1-79 2-74 85-209 76-112 142-144	J-1 J-2	1-209 2-112 142-144
D	From 2 Milford To 9 Hanson	3-12	1-17 6-16	I-3	1-17 6-16
lston Pl.	At 124 Boylston	5-2	1-20	G-3	1-20
lston Sq.	From 657 Washington To 28 Boylston	3-10		G-1	
LSTON	From 641 Washington To 200 Brookline Ave.	3-10 5-2	1-63 2-64 72-310	G-1 G-3 J-1	1-63 2-64 72-176 180-310
DOCK PK.	From 437 Columbus Ave. To New Haven R. R.	4-3	1-43 4-40	J-2	1-43 4-40
DFORD	From 49 Waltham To 254 Shawmut Ave.	3-11	1-53 4-46	I-3	1-53 4-46
gs Pl.	At 244 Shawmut Ave.	3-11	1-7 2-8	I-3	1-7 2-8
STOL	From 442 Harrison Ave. To 365 Albany	3-11	15-101 20-70	I-2 I-4	20-70 15-101

1.	2.	3.	4.	5.	6.
OADWAY	From 16 Park Sq. To 109 Dorchester (S. B.)	5-2 5-1 3-10 8-1	1-147 2-148 149-165 171-349 156-378 359-375	J-1 G-3 G-4 G-2 I-2	1-147 2-148 149-165 171-349 156-300 359-375
CKINGHAM	From 273 Columbus Ave. To 135 Dartmouth	4-1	12-48	J-2	12-48
sh	From 92 E. Canton To Andrews Pl.	8-1	1-4	I-4	1-4
MDEN	From 1817 Washington To New Haven R. R.	9-3	1-239	L-3 L-2	1-141 145-239
nton Ct.	At 27 W. Canton	9-1	1-6	I-3	1-6
nton Pl.	At 28 W. Canton	9-1	1	L-4	1
RLETON	From 233 W. Newton To 36 Yarmouth	4-3 4-2	1-75 2-72 77-85 78-86	J-2	1-85 2-86
RVER	From 166 Boylston To 118 Broadway	5-2	9-89 6-104	G-3	9-89 6-104
STLE	From 971 Washington To 386 Tremont	3-10 5-1	39-69 40-70 87-157 88-156	G-2 G-4 I-2 I-1	39-69 87-157 40-70 88-156
ZENOVE	From 77 Chandler To 252 Columbus Ave.	5-2	1-21 2-28	J-1	1-21 2-28

1.	2.	3.	4.	5.	6.
CHANDLER	From 415 Tremont To 322 Columbus Ave.	5-1 5-2 4-1	2-98 1-87 101-139 100-152	J-1	1-131 2-152
CHERRY	At 1045 Washington	3-10	5-13 6-12	I-2	5-13 6-12
CHURCH	From 351 Tremont To 16 Columbus Ave.	5-2	1-95 2-72	J-1	1-95 2-72
CLAREMONT PK.	From 535 Columbus Ave. To New Haven R. R.	4-4	1-33 2-36	L-2	1-33 2-36
Claremont	From 32 Wellington To 226 W. Newton	4-4	1-4	L-2	1-4
CLARENDON	From 553 Tremont To Storrow Drive	5-1 5-2 4-1 4-2	1-49A 51-79 2-80 127-131 128-130	J-1 J-2 L-1	1-79 48½-80 127-131 128-130 2-48
COBB	From 1009 Washington To 130 Shawmut Ave.	3-10	11-23 6-12	I-2	11-23 6-12
COLUMBUS AVE.	From Park Sq. To 379 Walnut Ave. (Rox.)	5-2 4-2 4-1 4-3 4-4 9-2 9-3	1-187 2-262 195-389 280-380 399-475 400-450 479-559 474-560 561-575 564-574 577-627 576-624	J-1 J-2 L-1 L-2	1-187 2-322 195-475 350-440 474-488A 485-627 496-624
COLUMBUS SQ.	At Columbus Ave. and Warren Ave.	4-3	1-12	L-1	1-12
COMET PL.	From 538 Shawmut Ave. To 141 Northampton	9-3	1-7 10	L-3	1-7 10

1.	2.	3.	4.	5.	6.
OMMON	From 825 Washington To 278 Tremont	3-10	1-41 4-36	G-2	1-41 4-36
OMPTON	From 1061 Washington To 458 Tremont	3-10 5-1	1-33 2-26 39-97 38-96	I-1 I-2	39-97 2-96 1-33
oncord Pl.*	From 107 Worcester To 4 Concord Sq.	4-4	1-6	L-2	1-6
ONCORD SQ.	From 723 Tremont To 516 Columbus Ave.	4-4	1-47 2-46	L-2	1-47 2-46
orey Ave.*	At 45 Bennet	3-10		G-2	
ORNING	From 935 Washington To 374 Tremont	3-10 5-1	1-25 2-24 27-71 30-32	G-2 G-4	1-25 2-24 27-71 30-32
ORTEZ	From 157 Arlington To 117 Berkeley	5-2	1-25 8-46	J-1	1-25 8-46
rosby Pl.*	From 64 W. Canton To 11 Trumbull	9-1		L-4	
UMSTON PL.	From 4 Cumston To 460 Shawmut Ave.	9-2	1-4	L-4	1-4
UMSTON	From 79 W. Concord To 14 Rutland	9-2	1-7 4-8	L-4	1-7 4-8
URVE	From 298 Broadway To 171 Albany	3-10	23-45 46-50	G-1 G-2	23-45 46-50

1.	2.	3.	4.	5.	6.
ARTMOUTH PL.	At 65 Dartmouth	4-1	1-23 2-22	L-1	1-23 2-22
ARTMOUTH	From 607 Tremont To Storrow Drive	4-1 4-2	1-97 2-90 103-177 96-132	J-1 J-2 L-1	75-87 103-177 60-132 1-73 6-46
EACON	From 76 W. Concord To 15 Worcester	9-2		L-3	
E BLOIS	From 480 Shawmut Ave. To Deacon	9-2		L-3	
ILLAWAY	From 17 Hollis To 12 Dore	3-10	2-14	G-2	2-14
ILWORTH	From 388 Northampton To 195 Camden	9-3	1-21 2-24	L-2	1-21 2-24
ingley Pl.	From 23 to 31 Fayette	5-2		J-1	
ORE	From 737 Washington To 242 Tremont	3-10	7-17 8-10	G-2	7-17 8-10
OVER	From 498 Tremont To W. Fourth (S.B.)	3-11 5-1 3-10	1-273 104-284 2-68 72-96	I-1 I-2 I-3 I-4	2-96 117-259 104-284 1-87 91
rapers Lane*	From 3 Newland To 2 Ivanhoe	9-1	3	I-3	3
WIGHT	From 229 Shawmut Ave. To 520 Tremont	3-11 3-12	1-61 2-12 14-60	I-3	1-61 2-60

1.	2.	3.	4.	5.	6.
. BROOKLINE	From 1526 Washington To 611 Albany	8-2 8-1	37-109 2-110	L-5 I-4	37-109 60-110 2-[illegible]
. CANTON	From 690 Harrison Ave. To 591 Albany	8-1	79-109 62-112	L-5 I-4	79-109 62-112
. CONCORD	From 1638 Washington To 705 Albany	8-2	11-57 6-82	L-6 L-5	11-57 6-82
. DEDHAM	From 1454 Washington To 575 Albany	8-1	67-123 72-122	I-4	67-123 72-122
. LENOX	From 1872 Washington To 35 Lenox	8-3	66-92	L-6	66-92
. NEWTON	From 1552 Washington To 651 Albany	8-2	11-111 34-106	L-5	11-111 34-106
. SPRINGFIELD	From 1716 Washington To 819 Harrison Ave.	8-2	9-59 2-60	L-6	9-59 2-60
igerly Pl.	At 44 Winchester	5-2	10-16	J-1	10-16
DINBORO	From 91 Essex To 72 Beach	3-10	1-39 8-40	G-1	1-39 8-40
Liot Pl.*	At 67 Stuart	3-10		G-2	
LIOT	From 143 Stuart To 4 Columbus Ave.	5-2	7-35 6-72	G-3	7-35 6-72
MERALD	From 112 Castle To 44 Dover	5-1	1-79 4-82	I-1	1-79 4-82
SSEX	From 626 Washington To 685 Atlantic Ave.	3-10	3-135	G-1	3-135

1.	2.	3.	4.	5.	6.
FABIN	From 21 Newland To 8 Ivanhoe	9-1	3-43 4-38	I-3	3-43 4-38
FAY	From 117 Dover To 413 Harrison Ave.	3-11	5-57 16-48	I-4 I-2	5-57 16-48
FAYETTE	From 115 Broadway To 166 Arlington	5-2	1-65 2-66	J-1	1-65 2-66
Fellows Ct.	At 15 Fellows	8-3	1-21 6-18	L-6	1-21 6-18
FELLOWS	From 22 Northampton To 24 Webber (Rox.)	8-3	3-27	L-6	3-27
FAGE	From 77 Northampton To 30 Trask	8-2		L-6	
Garland Pl.*	At 2 Garland	3-10		I-1	
GARLAND	From 1095 Washington To 192 Shawmut Ave.	3-10	2-16	I-1	2-16
GRAY	From 26 Berkeley To 35 Clarendon	5-1	15-57 16-58	J-1	15-57 16-58
GREENWICH PK.	From 515 Columbus Ave. To New Haven R. R.	4-4	7-39 8-40	L-2	7-39 8-40
GROTON	From 1191 Washington To 230 Shawmut Ave.	3-11	1-15 4-20	I-3	1-15 4-20
HADASSAH WAY	From 21 Providence To 240 Boylston	5-2		J-1	

1.	2.	3.	4.	5.	6.
ampton Ct.*	At 152 Northampton	9-3		L-3	
ANSON	From 271 Shawmut Ave. To 538 Tremont	3-12	1-37 2-42	I-3	1-37 2-42
ARRISON AVE.	From 27 Bedford To 78 Warren (Rox.)	3-10 3-11 3-12 8-1 8-2 8-3	1-335 2-296 337-521 298-514 545-551 520-560 555-681 570-710 697-853 712-860 874-914	G-1 G-2 I-2 I-4 L-5 L-6	1-37 2-42 75-295 66-296 297-413 298-442 415-681 450-676 697-779 690-778 781-853 780-914
ARVARD	From 742 Washington To 87 Albany	3-10	13-73 22-70	G-2	13-73 22-70
ARWICH	From 128 Dartmouth To 29 Yarmouth	4-2	19-31 10-28	J-2	19-31 10-28
AVEN	From 444 Shawmut Ave. To 3 Rutland	9-1	1-5 2-4	L-4	1-5 2-4
elms Pl.	At 79 Shawmut Ave.	5-1		G-4	
ersey Pl.*	At 21 Essex	3-10	5 4-6	G-1	5 4-6
INGHAM	From 79 Emerald To 203 Shawmut Ave.	5-1	9-19	I-1	9-19
olland Pl.	At 58 Tyler	3-10	1	G-2	1
olley Sq.*	At 10 Hollis	3-10	1-2	G-2	1-2
OLLIS	From 779 Washington To 272 Tremont	3-10	4-38	G-2	4-38

1.	2.	3.	4.	5.	6.
OLYOKE	From 415 Columbus Ave. To New Haven R. R.	4-3	3-39 10-42	J-2	3-39 10-42
UDSON	From 67 Beach To 29 Curve	3-10	3-149 2-144	G-2 G-1	3-149 2-144
SABELLA	From 137 Arlington To 204 Columbus Ave.	5-2	11-29 8-40	J-1	11-29 8-40
VANHOE	From 46 Upton To 141 W. Brookline	9-1	1 8-34	I-3 L-4	1 8-14 24-34
AMES	From 27 E. Brookline To 34 E. Concord	8-2	1-15 2-16	L-5	1-15 2-16
efferson Pl.	At 35 Bennet	3-10	1-3 2	G-2	1-3 2
EFFERSON	From 8 Fayette To 327 Tremont	5-2	9-11 8-8A	J-1	9-11 8-8A
)HNNY CT.	From 219 Harrison Ave. To Maple Pl.	3-10	1-9 2-10	G-2	1-9 2-10
:NGSTON	From 81 Summer To 82 Beach	3-10	120-144	G-1	120-144
:RKLAND	From 161 Broadway To 51 Corning	5-1	1-37 6-48	G-4	1-37 6-48
JAPP	From 15 Beach To 83 Harrison Ave.	3-10	5-27	G-2	5-27
EELAND	From 702 Washington To 769 Atlantic Ave.	3-10	11-99 16-84	G-2	11-99 16-84

1.	2.	3.	4.	5.	6.
NOX	At 24 Church	5-2	9-15		9-15
ACONIA	From 1216 Washington To 443 Harrison Ave.	3-11	1-35 12-30	I-4	1-35 12-30
A GRANGE	From 679 Washington To 214 Tremont	3-10	7-55 12-58	G-1 G-2	7-55 12-58
AWRENCE	From 62 Berkeley To 87 Dartmouth	5-1 4-1	1-27 2-26 29-49 28-50	J-1	1-49 2-50
eland Pl.*	At 1285 Washington	3-11		I-3	
enox Ct.	At 64 E. Lenox	8-3	1	L-6	1
INCOLN PL.	From 12 Worcester To 81 W. Springfield	9-2		L-3	
.ncoln Pl.*	At 38 Winchester	5-2		J-1	
well Ct.*	At 6 Tamworth	3-10		G-1	
ICAS	From 1035 Washington To 436 Tremont	3-10 5-1	1-25 2-26 31-103 32-104	I-2 I-1	1-25 2-26 31-103 32-104
ndeboro Pl.*	At 100 Carver	5-2	1-3 2-4	G-3	1-3 2-4
ALDEN	From 624 Harrison Ave. To 495 Albany	8-1	119-141 66-124	I-4	119-141 66-124
ple Pl.	At 25 Oak	3-10		G-2	

1.	2.	3.	4.	5.	6.
ASS. AVE.	From Harvard Bridge To 702 Columbia Rd. (Dor.)	9-3 9-2 8-2	389-635 390-498 390-630 649-755 648-754	L-2 L-3 L-6	389-495 390-498 505-635 502-630 649-755 648-754
ay Pl.	From 24 and 36 Oak To 9 and 17 Nassau	3-10	1-7 2-6	G-2	1-7 2-6
AYO	From 38 Castle To 9 Cobb	3-10	13-29	I-2	13-29
edford Ct.	From 1231 Washington To 45 Bradford	3-11	1-11 2-12	I-3	1-11 2-12
ELROSE	From 99 Broadway To 140 Arlington	5-2	1-43 4-64A	J-1	1-43 4-64A
IDDLESEX	From 102 Castle To 54 Dover	5-1	7-85 4-82	I-1	7-85 4-82
ILFORD	From 251 Shawmut Ave. To 532 Tremont	3-11 3-12	1-7 9-51 2-38	I-3	1-51 2-38
ONSIGNOR EYNOLDS WAY	From 1430 Washington To 591 Harrison Ave.	8-1	15-37	I-4	15-37
ONTGOMERY	From 555 Tremont To 155 W. Canton	4-1	53-83 22-84	L-1	53-83 22-84
organ	From 223 Columbus Ave. To 36 Stanhope	4-2		J-2	
OTTE	From 972 Washington To 297 Harrison Ave.	3-10	1-25	G-2 I-2	 1-25
YSTIC	From 1462 Washington To 1496 Washington	3-1		I-4	

1.	2.	3.	4.	5.	6.
NASSAU	From 22 Ash To 191 Harrison Ave.	3-10	1-17 4-30	G-2	1-17 4-30
Newbern Pl.	At 57 Carver	5-2	2 5	G-3	2 5
Newland Pl.*	At 87 Newland	9-2		L-3	
NEWLAND	From 12 Upton To 105 W. Springfield	9-1	1-77 2-80	I-3 L-4	1-29 2-26 31-77 28-80
		9-2	79-115 82-116	L-3	79-115 82-116
Noanet	From 940 Washington To 263 Harrison Ave.	3-10	1-15 2-14	G-2	1-15 2-14
NORTHAMPTON	From 799 Albany To New Haven R. R.	8-2	1-125	L-6	1-125 26-56A
		8-3	2-124	L-3	133-243 130-238
		9-3	133-399 130-400	L-2	255-399 240-400
Oak Pl.	At 13 Oak	3-10	3-5 2-6	G-2	3-5 2-6
OAK	From 868 Washington To 135 Albany	3-10	5-93 18-88	G-2	5-93 18-88
OHIO	From 927 Washington To 76 Shawmut Ave.	3-10	5-9 6-8	G-2	5-9 6-8
Osborn Pl.*	From 177 Broadway To 62 Shawmut Ave.	3-10	4	G-2	4
Oxford Pl.	From 24 Harrison Ave. To 25 Oxford	3-10	3-11 2-10	G-1	3-11 2-10

1.	2.	3.	4.	5.	6.
XFORD	From 71 Essex To 58 Beach	3-10	11-27 10-36	G-1	11-27 10-36
ARK SQ.	At Broadway, Eliot and Columbus Ave.	5-2	3-9 2-40	G-3 J-1	3-9 2-12 18-40
ARMELEE	From 113 Northampton To 655 Mass. Ave.	8-2		L-6	
AUL	From 392 Tremont To 6 Emerald	5-1	5-61	I-1	5-61
ELHAM	From 1429 Washington To 346 Shawmut Ave.	3-12 9-1	5-23 6-24	I-3	5-23 6-24
elham Terrace	At 15 Pelham	3-12	1-3 2-4	I-3	1-3 2-4
embroke Ct.	At 25 Pembroke	9-1		L-4	
EMBROKE	From 423 Shawmut Ave. To 3 Columbus Sq.	9-1 4-3	1-75 2-76 81-141 82-140	L-4 L-1	1-75 2-76 81-141 82-140
ERRY	From 1228 Washington To 449 Harrison Ave.	3-11		I-4	
EDMONT	From 104 Arlington To 71 Broadway	5-2	3-45 10-64	J-1	3-45 10-64
NE	From 898 Washington To 239 Harrison Ave.	3-10	3-15 8-20	G-2	3-15 8-20
ng-on	From 83 Essex To 68 Beach	3-10	3-15 4-14	G-1	3-15 4-14

1.	2.	3.	4.	5.	6.
leasant St. Place*	At 36 Broadway	5-2	1-3	G-3	1-3
LYMPTON	From 640 Harrison Ave. To 541 Albany	8-1	9-69 8-64	I-4	9-69 8-64
ORTER	From 151 Broadway To 65 Corning	5-1	8-58 9-59	G-4	8-58 9-59
ROVIDENCE	From Park Sq. To 203 Clarendon	5-2	1-81 10-56	J-1	1-81 10-56
NDOLPH	From 514 Harrison Ave. To 409 Albany	3-12 3-11	1-65 2-64	I-4	1-65 2-64
NGGOLD	From 67 Waltham To 6 Hanson	3-12	1-9 2-8	I-3	1-9 2-8
LLINS	From 1314 Washington To 525 Harrison Ave.	3-12 3-11	1-27 2-26	I-4	1-27 2-26
tland Pl.*	At 6 Haven	9-1	1-3 2	L-4	1-3 2
TLAND SQ.	From 703 Tremont To 492 Columbus Ave.	4-4	3-59 4-56	L-1 L-2	3-59 4-56
TLAND	From 1585 Washington To 692 Tremont	9-1 9-2	1-91 2-90	L-4 L-3	1-91 4-24 32-90
CHARLES	From 63 Chandler To New Haven R. R.	5-2	1-15 2-22	J-1	1-15 2-22
JAMES AVE.	From 61 Arlington To Copley Sq.	5-2	1-59 2-60	J-1	1-59 2-60

1.	2.	3.	4.	5.	6.
avoy Pl.*	At 11 Savoy	3-11	15	I-4	15
AVOY	From 1284 Washington To 499 Harrison Ave.	3-11	9-25 6-20	I-4	9-25 6-20
eaver Pl.	At 251 Tremont	5-2	4-4½	G-3	4-4½
HARON	From 726 Harrison Ave. To 621 Albany	8-2	1-49 2A-50	L-5	1-49 2A-50
HAWMUT AVE.	From 286 Tremont To 51 Roxbury (Rox.)	3-10 5-1 3-11 3-12 9-1 9-2 9-3	2-208 1-209 211-251 210-296 253-333 298-346 335-453 348-452 457-533 454-534 541-563 540-560	G-2 G-4 I-1 I-2 I-3 I-4 I-4 L-3	2-86 1-99 101-209 170-208 110-160 211-387 210-360 362-384 389-453 390-470 455-563 474-560
HAWMUT	From 53 Broadway To 69 Church	5-2	13-19 6-22	J-1	13-19 6-22
. Cedar Pl.	At 18 Winchester	5-2	1 2	J-1	1 2
EAR PL.	At 209 Broadway	3-10	3-5 4-8	G-2	3-5 4-8
anhope Ct.	At 44 Stanhope	4-2		J-2	
ANHOPE	From 144 Berkeley To 48 Trinity Pl.	4-2	16-78	J-2	16-78
EVENS	From Lincoln Pl. To 500 Shawmut Ave.	9-2	1-5 2-6	L-3	1-5 2-6

1.	2.	3.	4.	5.	6.
TOUGHTON	From 760 Harrison Ave.	8-2	23-45	L-5	23-45
	To 675 Albany		4-52		4-52
TUART	From 707 Washington	3-10	1-77	G-2	1-77
	To 38 Huntington Ave.		2-78		2-78
		5-2	103-341	G-3	103-143
			106-340		106-198
		4-2	434-446	J-1	201-341
					200-340
				J-2	434-446
AMWORTH	From 52 Boylston	3-10		G-1	
	To 55 La Grange				
AYLOR	From 12 Dwight	3-12	1-17	I-3	1-17
	To 7 Milford				8-14
		3-11	8-14		
IAYER	From 454 Harrison Ave.	3-11	2-64	I-4	2-64
	To 379 Albany				
orn	From 123 E. Dedham	8-1	1-45	I-4	1-33
	To 52 Stoughton		2-46		2-34
		8-2	47-85	L-5	35-85
			48-86		36-86
LTON	At 5 Fellows	8-3	11-27	L-6	11-27
			16-26		16-26
wnsend Pl.	At 10 Carver	5-2	1-11	G-3	1-11
			2-10		2-10
ASK	From 853 Harrison Ave.	8-2	18-60	L-6	18-60
	To 10 Parmelee				
EMONT	From Scollay Sq.	3-10	200-286	G-1	200-214
	To 724 Huntington Ave.	5-2	191-397	G-2	216-286
		5-1	415-555	G-3	191-317
			302-498		
		3-11	500-518	G-4	290-382
		3-12	522-590	J-1	319-551

1.	2.	3.	4.	5.	6.
REMONT (Cont.)		4-1	557-647	I-1	388-498
		4-3	655-683	I-3	500-630
		9-1	592-692	L-1	557-703A
		4-4	685-763	L-4	632-692A
		9-2	765-781	L-3	694-814
			694-780		
		9-3	783-791	L-2	705-791
			782-814		
RINITY PL.	From 434 Stuart To 79 Stanhope	4-2	31-39	J-2	31-39
ROY	From 1064 Washington To 259 Albany	3-11	1-199 2-200	I-2	1-199 2-200
RUMBULL	From 39 Newland To 28 Ivanhoe	9-1	3-41 2-40	L-4	3-41 2-40
RURO	From 10 Harwich To 21 Yarmouth	4-2	12-20	J-2	12-20
YLER	From 55 Beach To 19 Curve	3-10	3-163 2-162	G-2	3-163 2-162
NION PARK	From 317 Shawmut Ave. To 18 Montgomery	3-12	1-53 2-52	I-3	1-53 2-52
		4-1	54	L-1	54
NION PK. ST.	From 314 Shawmut Ave. To 473 Albany	3-12	1-27 2-134	I-3	1-27 2-24
		8-1	33-121	I-4	33-121 26-134
PTON	From 333 Shawmut Ave. To 590 Tremont	3-12 9-1	1-45 2-46	I-3	1-45 2-46
an Rens- selaer Pl.	At 217 Tremont	5-2		G-3	
ILLAGE	From 134 Castle To 32 Dover	5-1	11-95 10-96	I-1	11-95 10-96

1.	2.	3.	4.	5.	6.
ALTHAM	From 90 Union Pk. St. To 550 Tremont	3-12 3-11	1-25 65-109 2-110 29-61	I-4 I-3	1-25 2-30 29-109 40-110
AREHAM	From 618 Harrison Ave. To 527 Albany	8-1	11-93 32-90	I-4	11-93 32-90
ARREN AVE.	From 8 Berkeley To 11 Columbus Sq.	5-1 4-1 4-3	1-63 2-58 65-163 68-168 165-207 172-210	J-1 J-2 L-1	1-63 2-58 129-207 65-127 68-210
ARRENTON	From 881 Washington To 152 Stuart	3-10 5-2	1-43 2-48 51-113 50-112	G-2 G-3	1-43 2-48 51-113 50-112
SHINGTON	From Haymarket Sq. To Dedham Line	3-10 3-11 3-12 8-1 9-1 8-2 9-2 9-3	651-1129 628-1020 1133-1329 1022-1308 1337-1429 1316-1370 1384-1526 1433-1585 1528-1788 1595-1747 1759-1815	G-1 G-2 I-1 I-2 I-3 I-4 L-4 L-3 L-5 L-6	651-679 628-672 681-969 680-970 1067-1129 973-1061 980-1130 1135-1455 1461-1491 1134-1526 1497-1631 1641-1815 1530-1638 1640-1788
TERFORD	From 1079 Washington To 178 Shawmut Ave.	3-10	17-23 6-26	I-1	17-23 6-26
TSON	From 396 Northampton To 213 Camden	9-3	5-31 14-22	L-2	5-31 14-22
Y	From 290 Harrison Ave. To 199 Albany	3-10		G-2 I-2	

1.	2.	3.	4.	5.	6.
WELLINGTON	From 559 Columbus Ave. To New Haven R. R.	4-4 9-2	1-33 2-32	L-2	1-33 2-32
Wentworth Pl.	At 162 Northampton	9-3	3	L-3	3
W. BROOKLINE	From 1525 Washington To 184 Warren Ave.	9-1 4-1 4-3	49-147 50-146 151-191 193-205 152-206	L-4 L-1	55-147 80-146 151-205 152-206
W. CANTON	From 1491 Washington To New Haven R. R.	9-1 4-1 4-3 4-2	1-135 2-130 135A-205 134-170 172-206 207-245 208-240	I-4 L-4 L-3 L-1 J-2	1-35 6-130 43-135 137-175 136-182 183-245 184-240
W. CONCORD	From 1631 Washington To 708 Tremont	9-2	69-157 68-162	L-4 L-3	69-89 97-157 68-162
DEDHAM	From 1455 Washington To 608 Dedham	9-1	15-107 8-102	I-4 I-3	8-32 15-107 46-102
Haven*	At 73 Newland	9-1	1 2	L-4	1 2
NEWTON	From 1550 Washington To Prudential Center	9-1 4-4 4-3	35-111 36-110 114 174-226 113-223 116-172	L-4 L-1 J-2 L-2	35-111 36-102 113-171 116-172 185-223 174-226
RUTLAND SQ.	From 493 Columbus Ave. To New Haven R. R.	4-4	75-91 58-84	L-2	75-91 58-84

1.	2.	3.	4.	5.	6.
SPRINGFIELD	From 1715 Washington To 560 Columbus Ave.	9-2 4-4	67-175 68-224 185-225	L-3 L-2	67-175 68-176 185-225 190-224
EELER	From 67 Shawmut Ave. To 41 Corning	5-1	1-31 18-30	G-4	1-31 18-30
ITMORE	From 23 Kneeland To 16 Harvard	3-10	1-9	G-2	1-9
LKES	From 1269 Washington To 25 Bradford	3-11	1-5 2-6	I-3	1-5 2-6
NCHESTER	From 85 Broadway To 122 Arlington	5-2	9-51 10-52	J-1	9-51 10-52
RCESTER SQ.	From 1672 Washington To 797 Harrison Ave.	8-2	1-41 2-52	L-6	1-41 2-52
RCESTER	From 1679 Washington To 538 Columbus Ave.	9-2 4-4	1-101 2-100 105-159 106-158	L-3 L-2	1-101 2-100 105-159 106-158
man Pl.*	At 11 Common	3-10	1 4	G-2	1 4
RMOUTH	From 365 Columbus Ave. To New Haven R. R.	4-2	1-33 2-36	J-2	1-33 2-36

Boston City Planning Board
Set #1

DATA AND KEY FOR SOUTH END HOUSING BLOCK OUTLINE MAPS

A set of fifteen pencil sketch maps covering most all of the South End - as constituted by the United States Census for the purposes of compiling population and economic statistics by Census Tracts and housing statistics by blocks within Census Tracts - has been drafted for use in current planning and sociological studies of the South End. The South End Census Tracts are as follows: G-1, 2, 3, 4; I-1, 2, 3, 4; J-1, 2; L-1, 2, 3, 4, 5, 6. G-1 east of Boylston and Essex Streets is entirely a downtown business area and contains no housing. It has therefore not been included nor Boston Common in G-1 nor the Public Garden in J-1.

Census Tracts are more or less homogeneous areas with resident populations usually of 3000 to 6000. Established several decades ago, some have since been subdivided and others have experienced marked changes, such as in Tract I-2 where the New York Streets industrial redevelopment eliminated 998 dwelling units housing some 4000 people; and in Tract I-4 where the Cathedral Housing Project of 508 units took the place of eight previous housing blocks.

1. Tract boundaries are shown by dashed lines.

2. Ward and Precinct lines are shown by dotted lines.

3. Ward and Precinct numbers are enclosed in ovals.

4. Housing block numbers are enclosed in squares. (X = no housing)

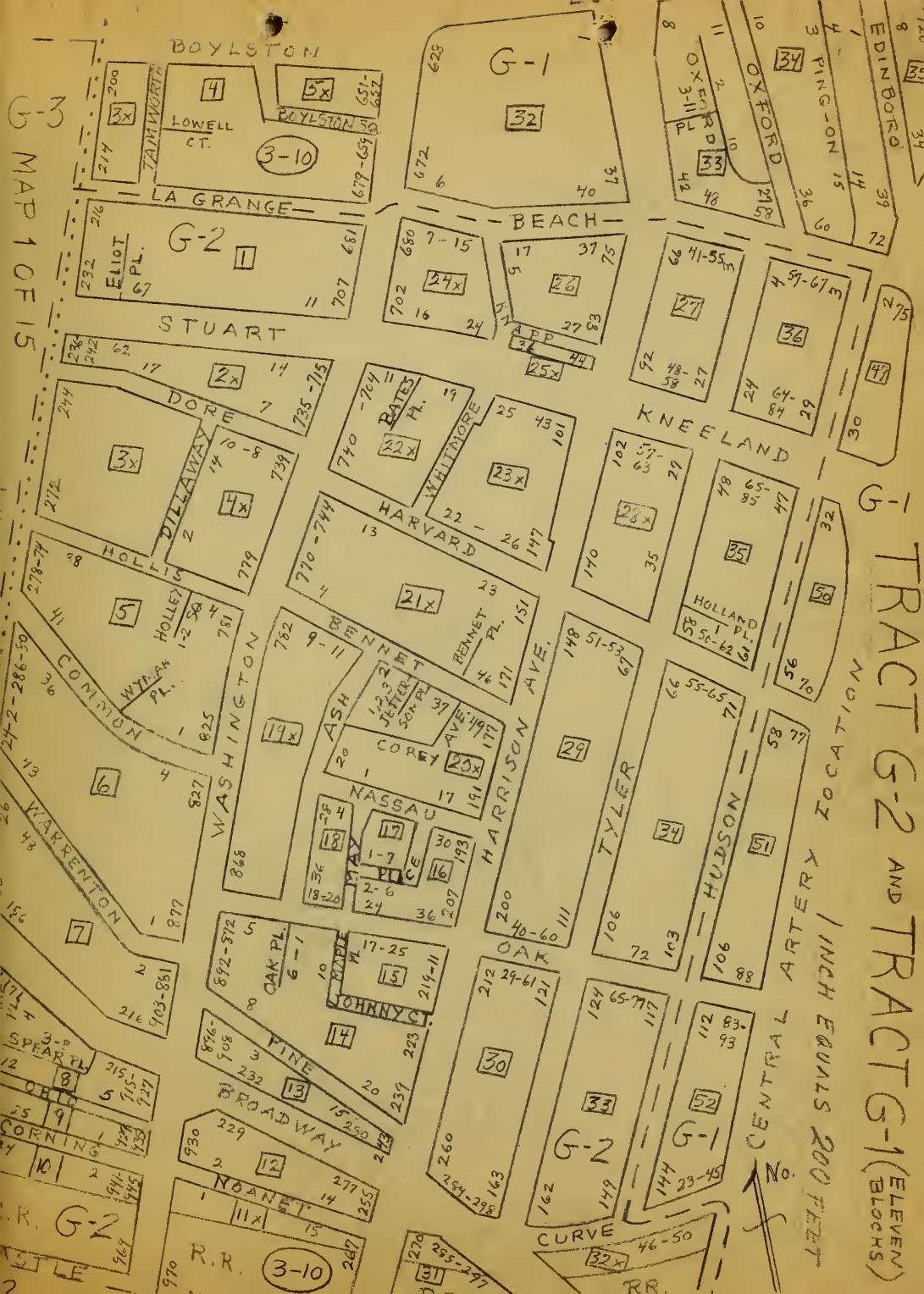
5. Street numbers are given for each housing block.

6. Each map is on scale of 1 inch to equal 200 feet.

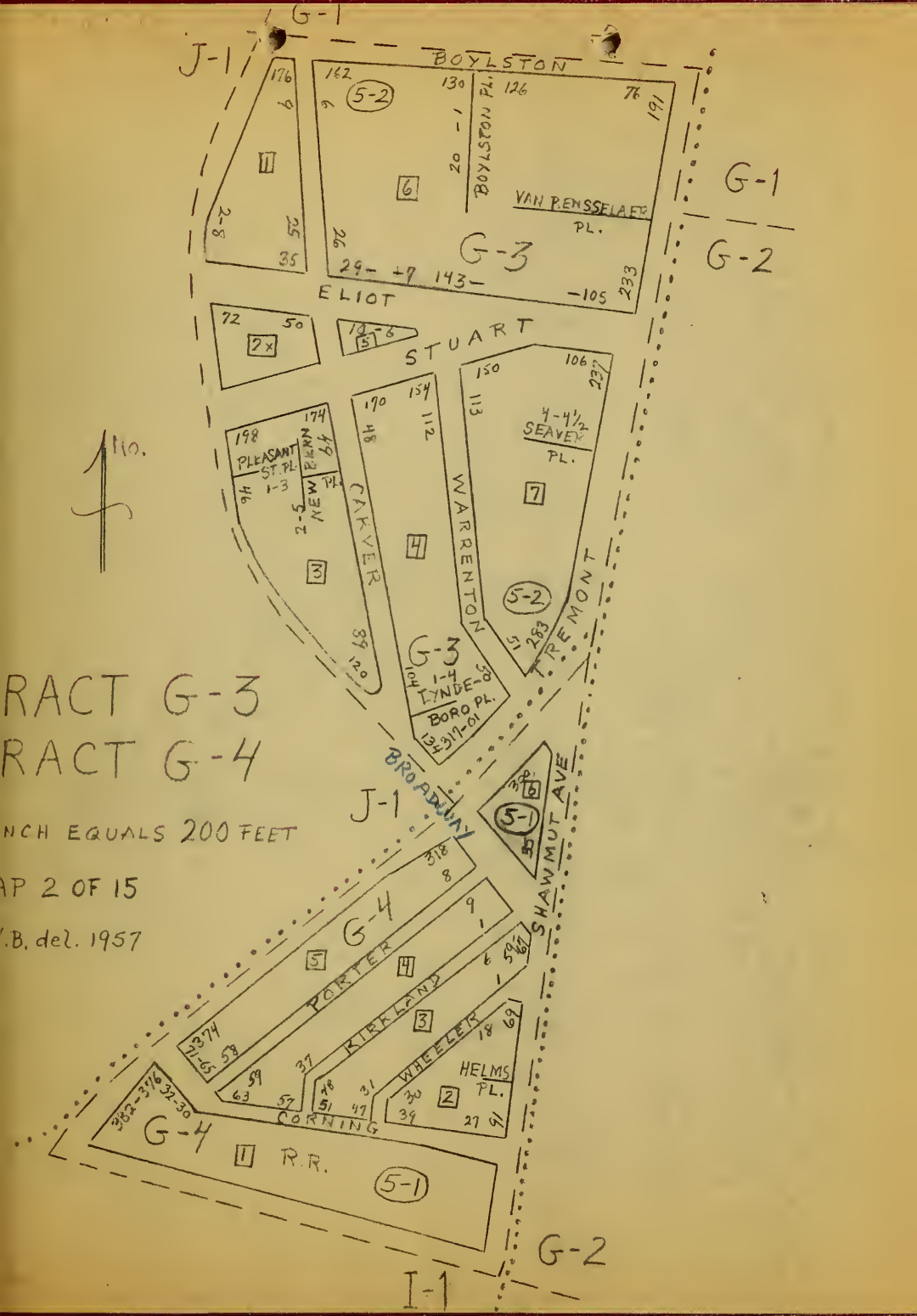
Besides general reference, these maps give the street numbers for any sub-area of the South End, such as Wards, Precincts, Census Tracts, Housing Blocks, Neighborhoods, Social Service Areas, School Districts, Parishes, etc. They amplify the city's Ward and Precinct maps; and show the block numbers for any part of the Police or Assessment listings. They also indicate the odd and even sides of all streets and the direction of the street numbering. So far as is known this is the first time that housing block maps have been compiled in this manner and on this scale.

. B. (E. & O. E.)

ember 1957



MAP 1 OF 15
G-3
G-1
G-2
TRACT G-2 AND TRACT G-1 (ELEVEN BLOCKS)
1 INCH EQUALS 200 FEET
CENTRAL ARTERY LOCATION
No.
BOYLSTON
LA GRANGE
BEACH
STUART
DORE
KNEELAND
HARVARD
BENNET
HOLLIS
COMMON
WARRENTON
WASHINGTON
ASH
NASSAU
HARRISON AVE.
TYLER
HUDSON
OAK
PINE
BROADWAY
NOANET
CURVE
R.R.
TAMWORTH
LOWELL CT.
BOYLSTON SQ.
ELIOT PL.
KNAPP
BATES PL.
WHITMORE
DILLAWAY
HOLLEY
WYMAN PL.
JETTERSON PL.
COREY AVE.
MAY PLACE
OAK PL.
MAPLE PL.
JOHNNY CT.
SPEAR PL.
OHIO
CORNING
OXFORD PL.
OXFORD
PING-ON
EDINBORO
HOLLAND PL.

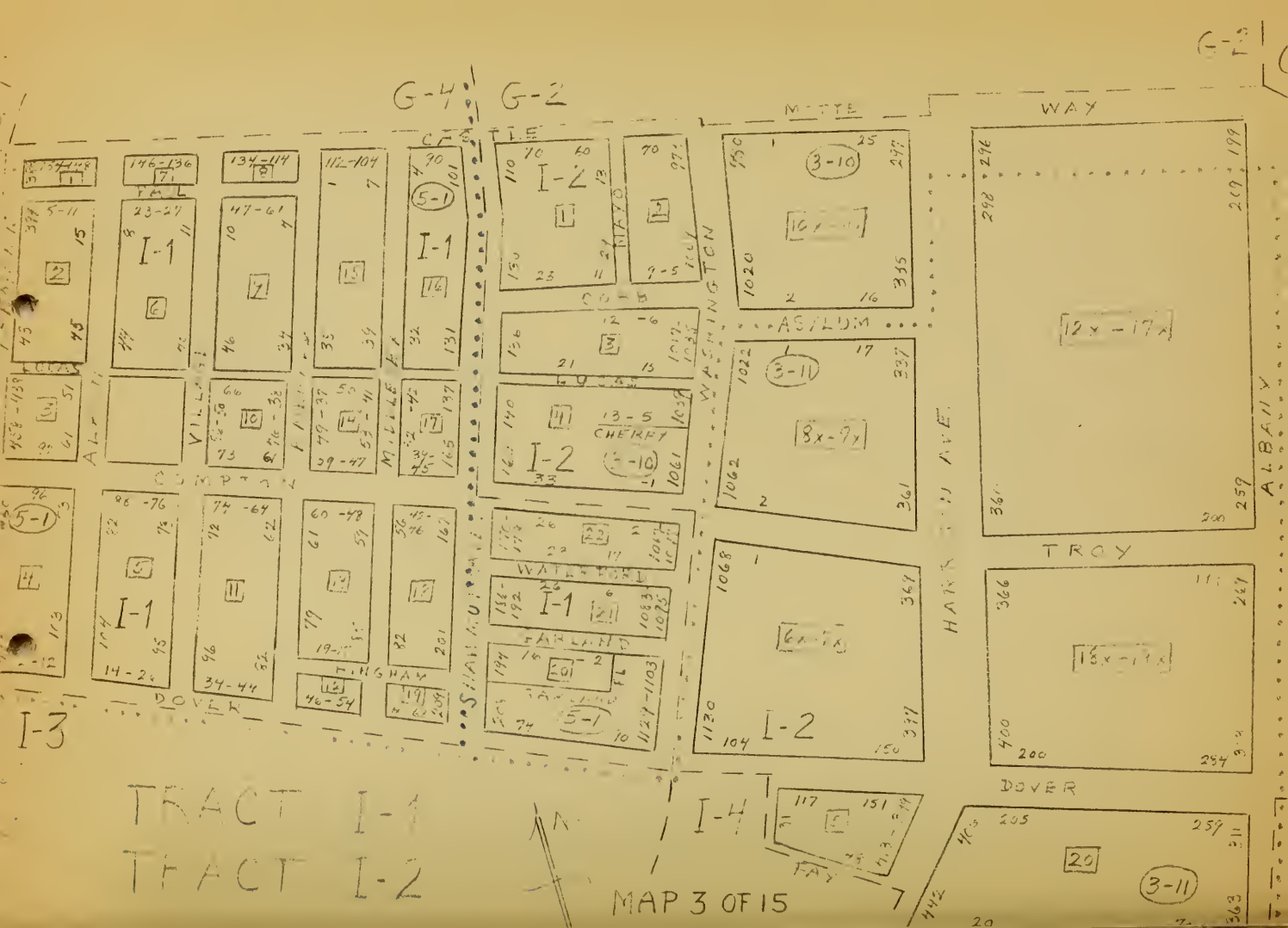


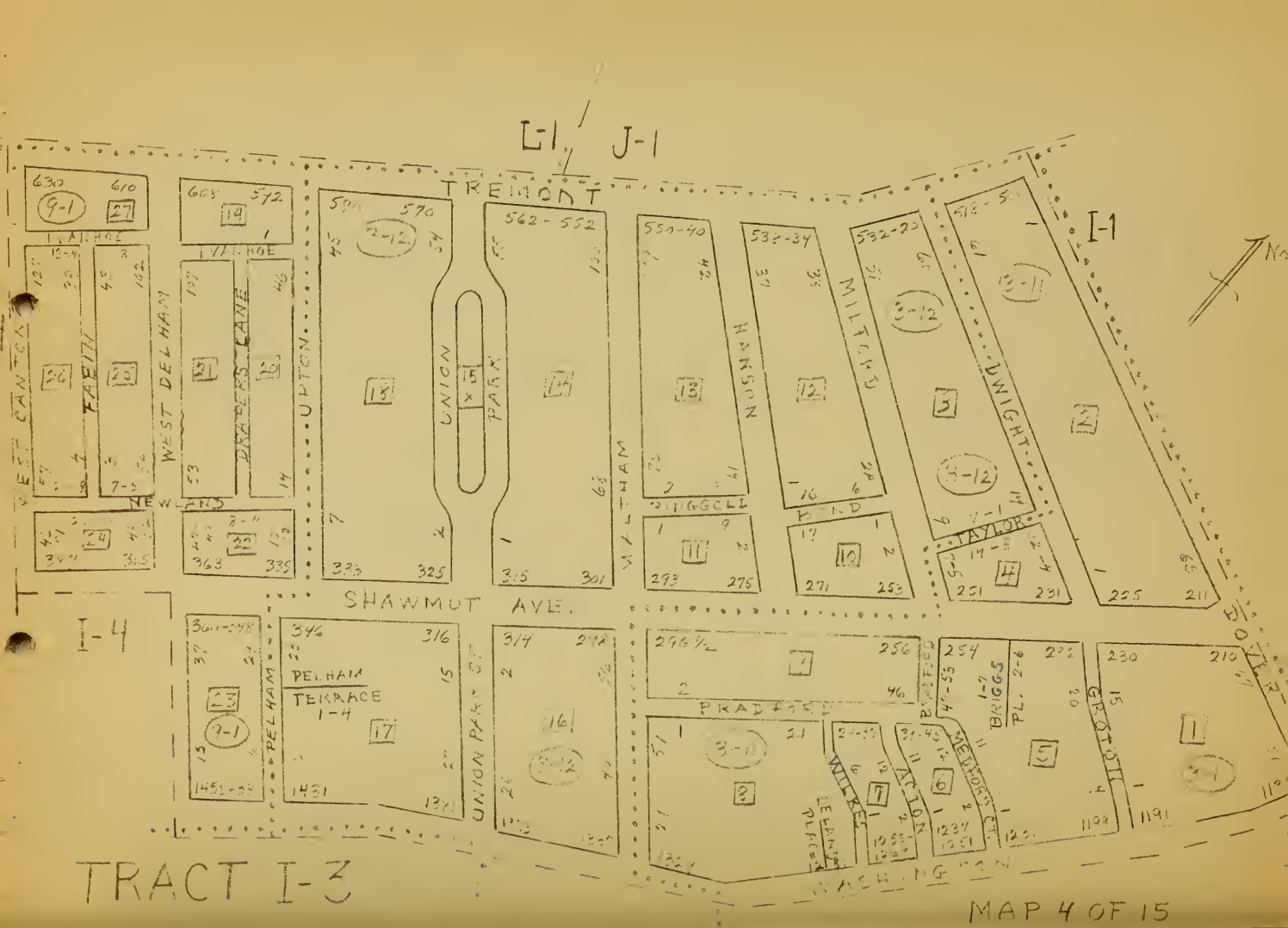
RACT G-3
RACT G-4

NCH EQUALS 200 FEET

AP 2 OF 15

.B. del. 1957


G-4
G-2
G-2
MOTTE
WAY
CASTLE
FALL
I-1
I-2
I-3
I-4
COMPTON
DOVER
HINGHAM
WATERFORD
GARLAND
CHERRY
COBB
LUCAS
WASHINGTON
ASYLUM
TROY
DOVER
ALBANY
HARRISON AVE
SHAWMUT AVE
TRACT I-1
TRACT I-2
MAP 3 OF 15


L-1
J-1
I-1
I-4
TREMONT
SHAWMUT AVE.
WEST CANTON
FABIN
WEST DELHAM
DRAPERS LANE
NEWLAND
UPTON
UNION PARK
WALTHAM
HANSON
MILFORD
DWIGHT
TAYLOR
BRIGGOLD
BOND
PELHAM
PELHAM TERRACE 1-4
UNION PARK ST.
BRADFORD
WILKES
ACTON
MEDFORD CT.
BRIGGS PL.
GROTON
WASHINGTON
TRACT I-3
MAP 4 OF 15

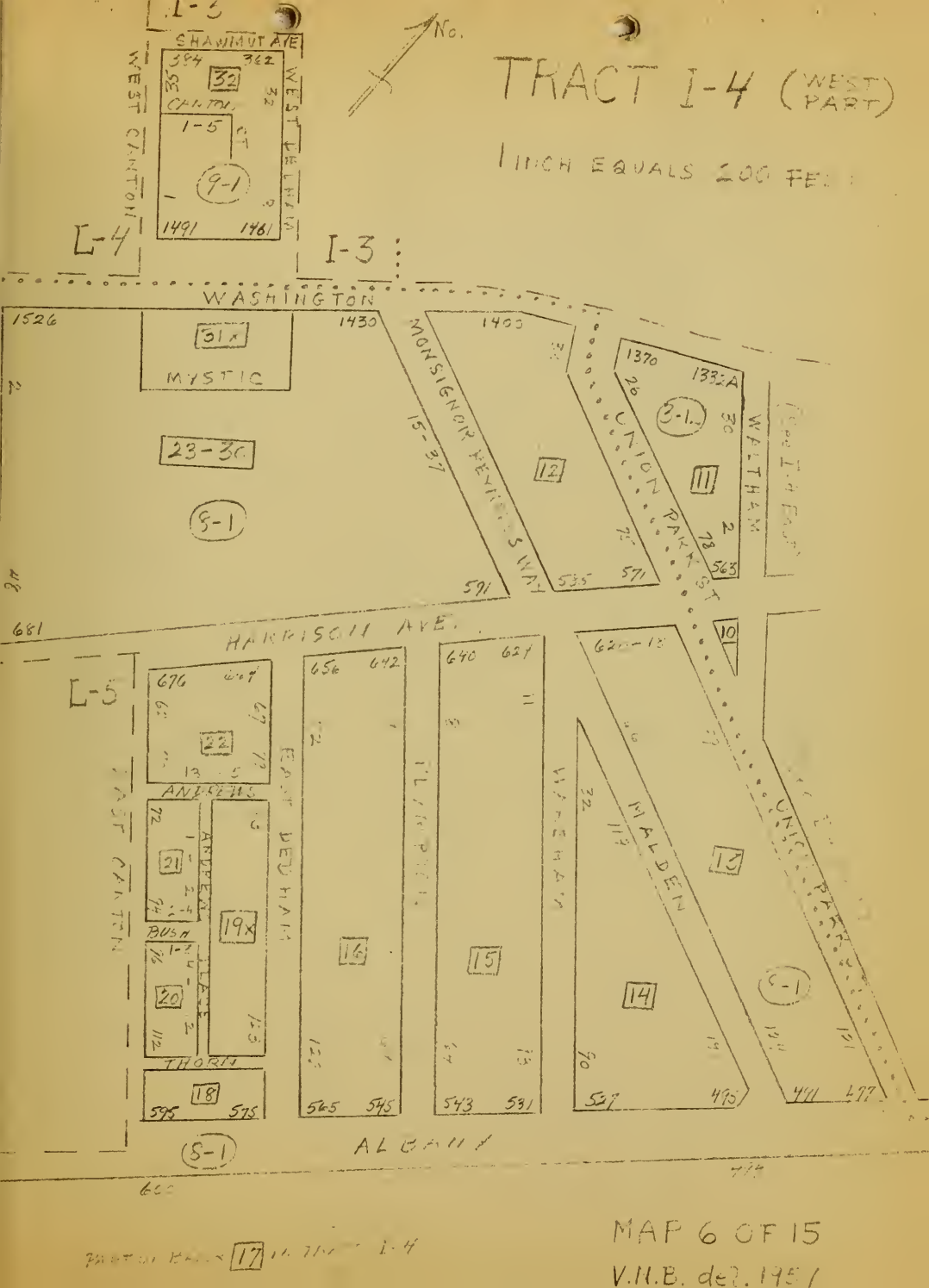
TRACT I-4 (EAST PART)

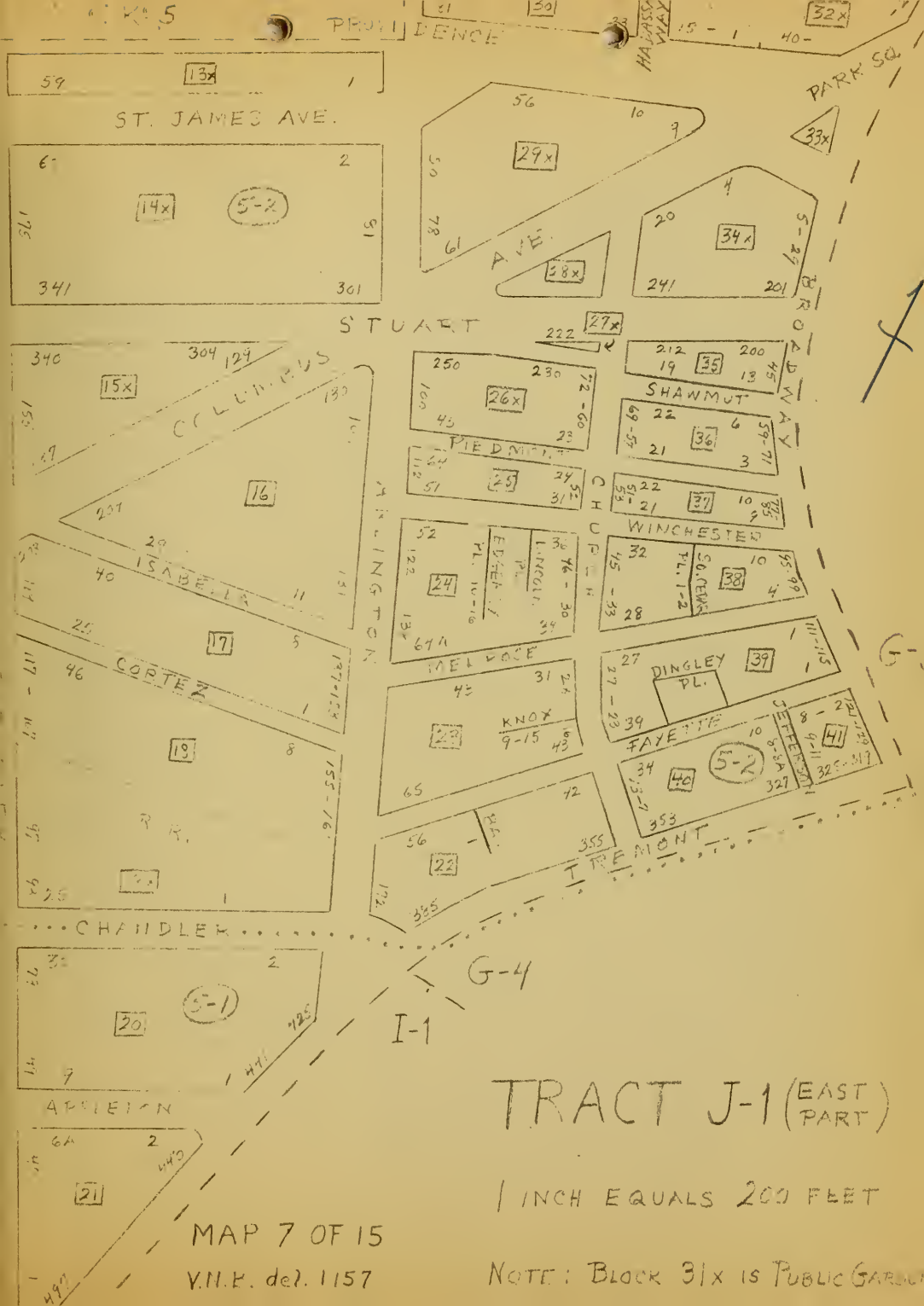
1 INCH EQUALS 200 FEET

PART OF BLOCK 17 IN TRACT I-4

MAP 5 OF 15

V.N.B. dec. 1957


TRACT I-4 (WEST PART)
1 INCH EQUALS 200 FEET
No.
I-3
SHAWMUT AVE
WEST CANTON
WEST LEHIGH
CANTON
I-5
9-1
32
1491
1461
L-4
I-3
WASHINGTON
1526
1430
1400
1370
31x
MYSTIC
23-30
8-1
MONSIGNOR FENWICK WAY
15-37
12
CANTON PARK ST
3-1
11
WALTHAM
563
591
585
571
681
HARRISON AVE.
10
L-5
676
22
656
642
640
621
620-18
ANDREWS
21
19x
BUSH
20
THORN
18
595
575
565
545
543
531
527
495
411
477
16
15
14
13
MALDEN
EAST NEWHAM
EAST ALTON
PLAMPIN
WALTHAM
CANTON PARK
C-1
ALGAR
8-1
17
MAP 6 OF 15
V.H.B. dec. 1951



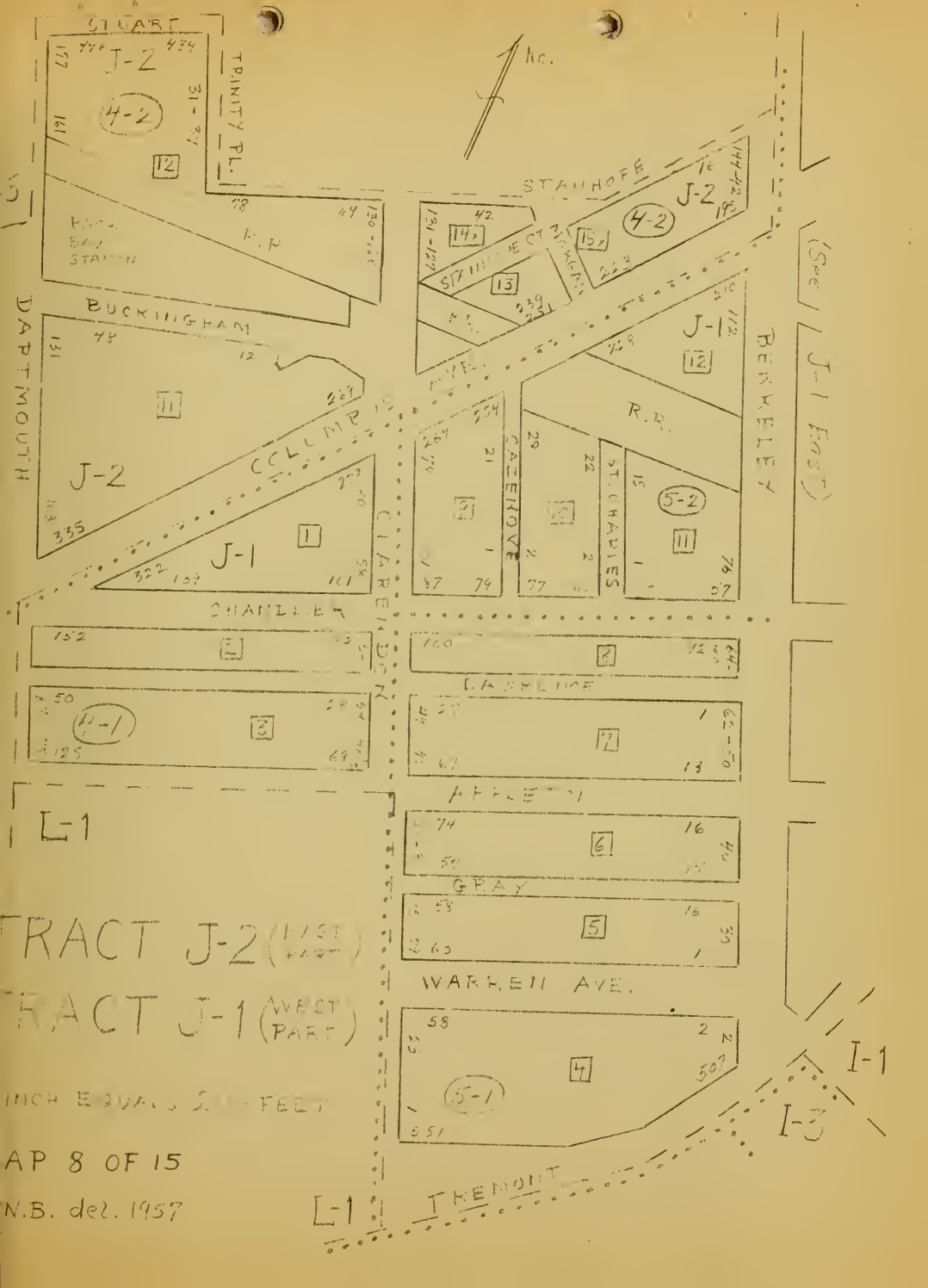
TRACT J-1 (EAST PART)

1 INCH EQUALS 200 FEET

MAP 7 OF 15

V.N.E. del. 1157

NOTE: BLOCK 31x IS PUBLIC GARDEN

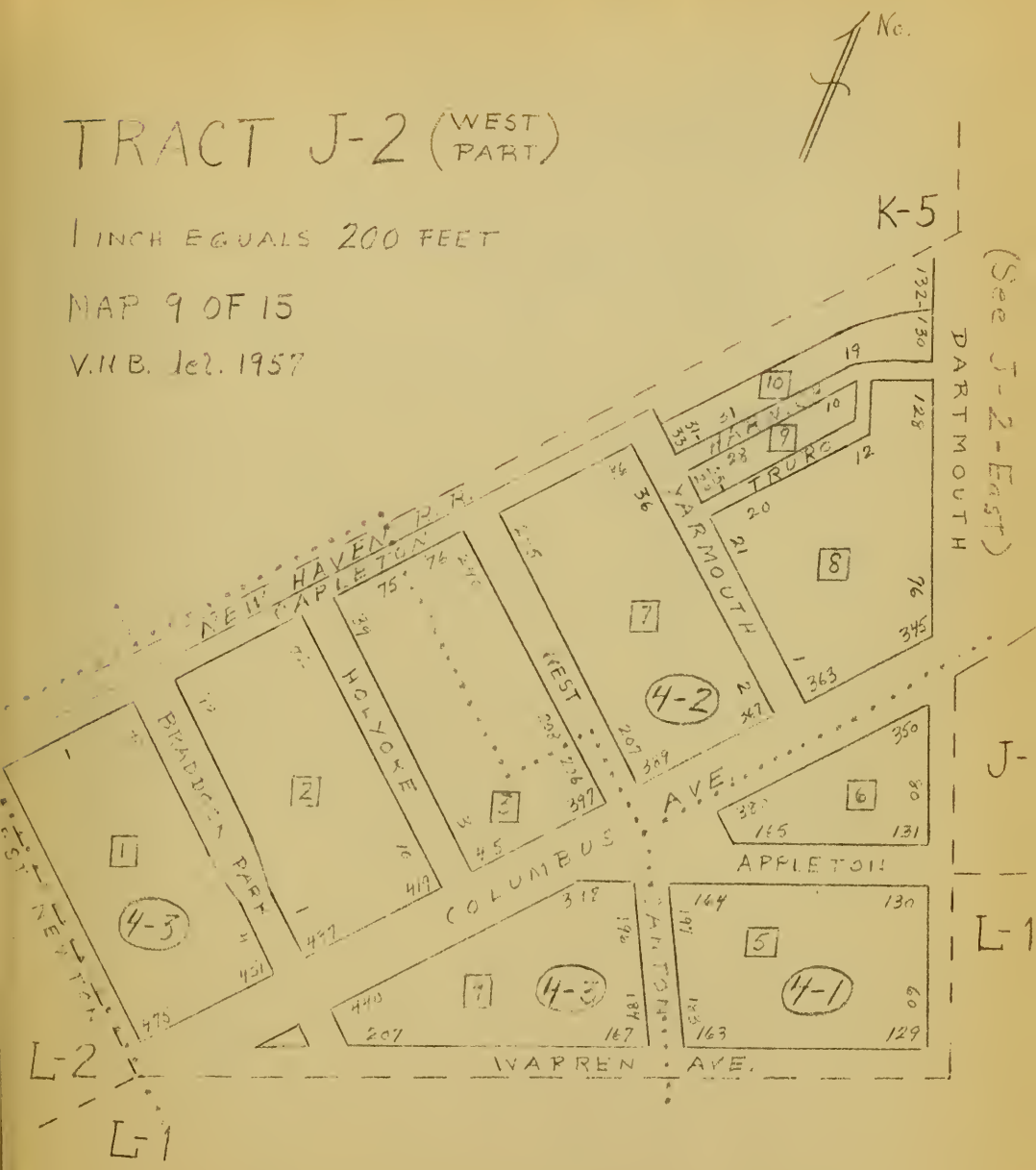

STUART
J-2
4-2
12
TRINITY PL.
No.
STANHOPE
J-2
4-2
14x
15x
13
BUCKINGHAM
DARTMOUTH
J-2
11
COLUMBUS AVE.
J-1
1
CLARENDON
CHANDLER
J-1
12
BERKELEY
R.R.
CAZENOVE
ST. CHARLES
5-2
11
(See J-1 East)
LAWRENCE
4-1
3
7
APPLETON
6
GRAY
5
WARREN AVE.
4
5-1
I-1
I-3
TREMONT
L-1
L-1
TRACT J-2 (EAST PART)
TRACT J-1 (WEST PART)
INCH EQUALS 2 FEET
AP 8 OF 15
N.B. del. 1957

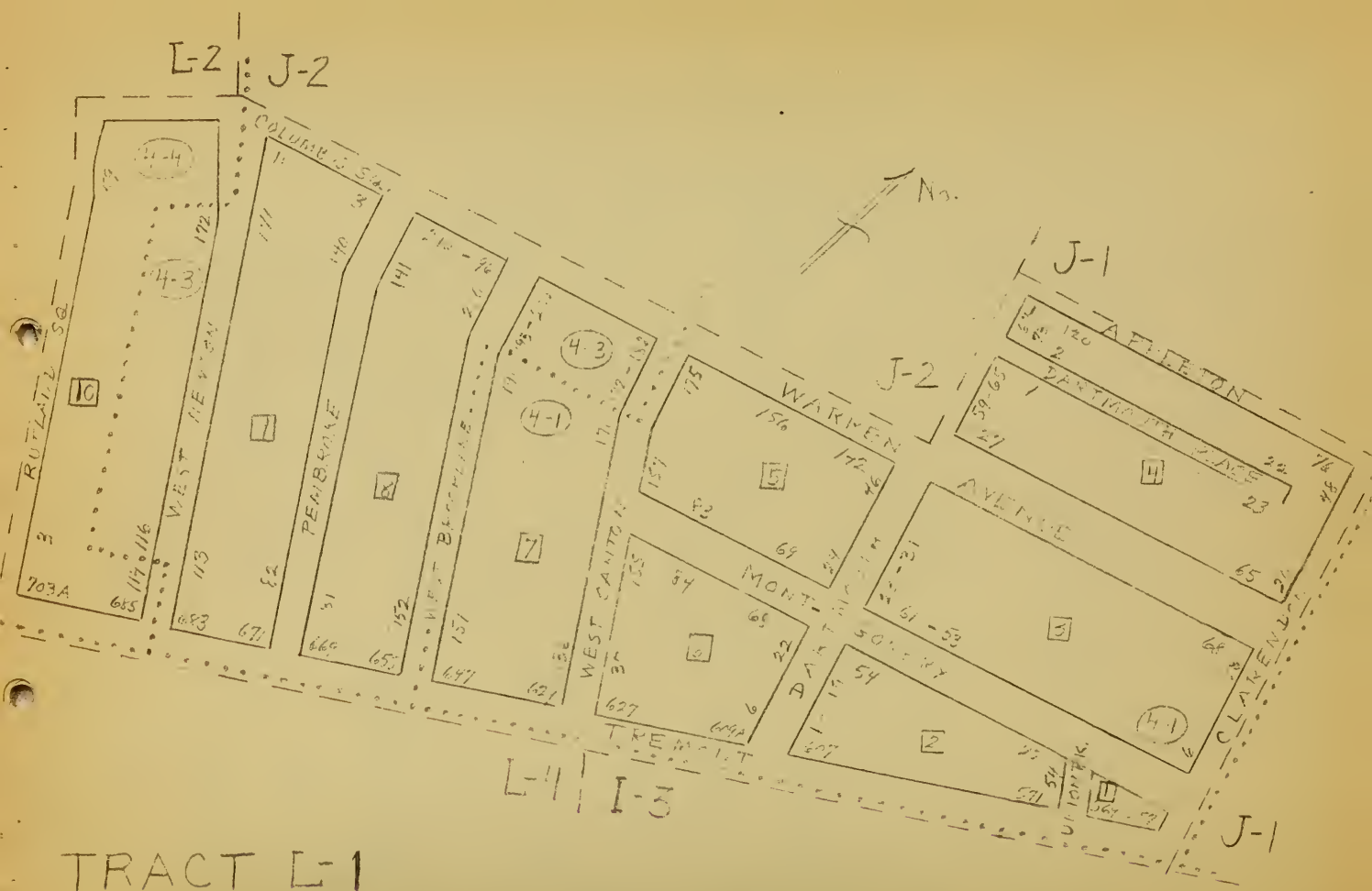
TRACT J-2 (WEST PART)

1 INCH EQUALS 200 FEET

MAP 9 OF 15

V.H.B. Jan. 1957





TRACT L-1

1 INCH EQUALS 200 FEET

MAP 10 OF 15

VNB, [illegible]

TRACT L-2

MAP 11 OF 15

1 INCH EQUALS 200 FEET

V.N.B. del. 1957

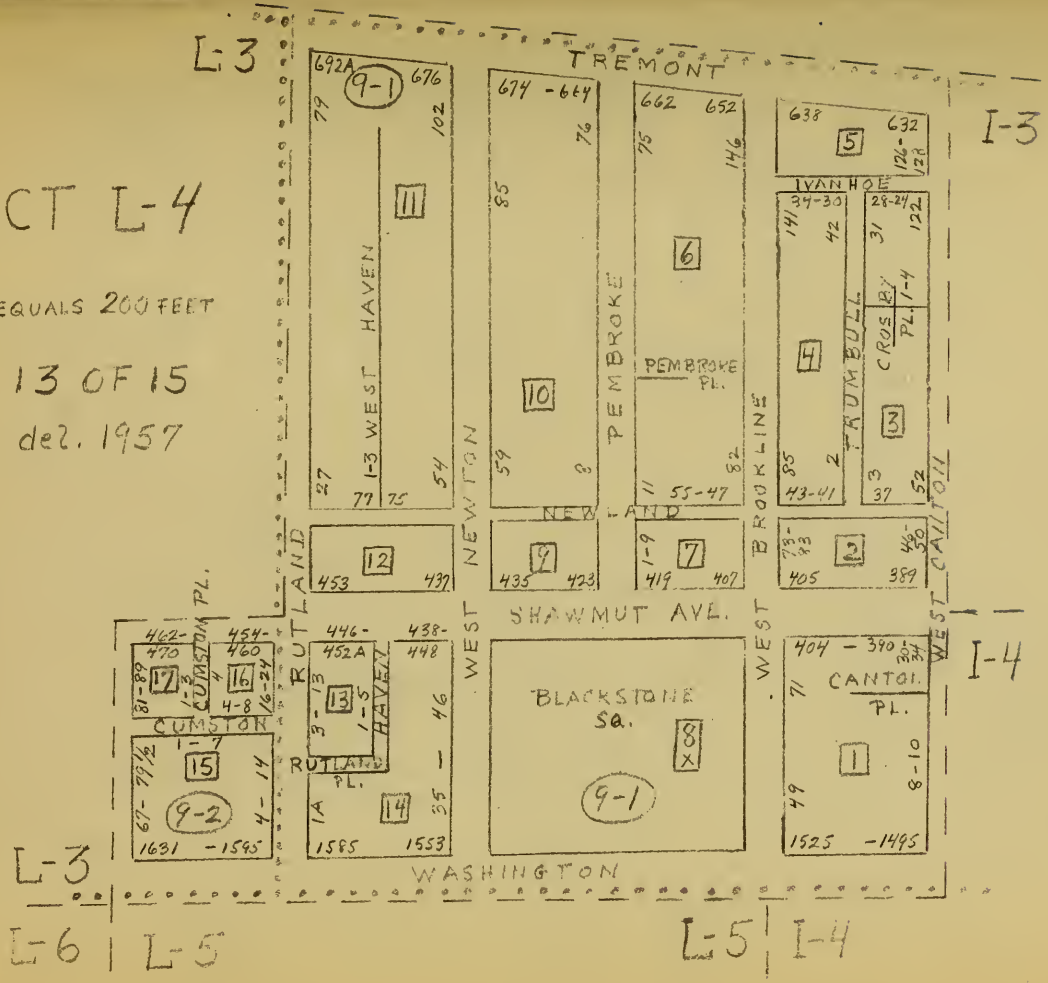
TRACT L-3
1 INCH EQUALS 200 FEET
TREMONT
ALLEY
CAMDEN
NORTHAMPTON
MASSACHUSETTS AVENUE
WEST SPRINGFIELD
WORCESTER
WEST CONCORD
NEWLAND PLACE
RUTLAND
NEWLAND
SHAWMUT AVENUE
WENTWORTH PL
HAMPTON COURT
COMET PL
STEVENS
LINCOLN PL.
DEACON
DE BLOIS
WASHINGTON
R-1
L-1
L-2
L-4
Q-2
No.

TRACT L-4

1 INCH EQUALS 200 FEET

MAP 13 OF 15

V.N.B. del. 1957



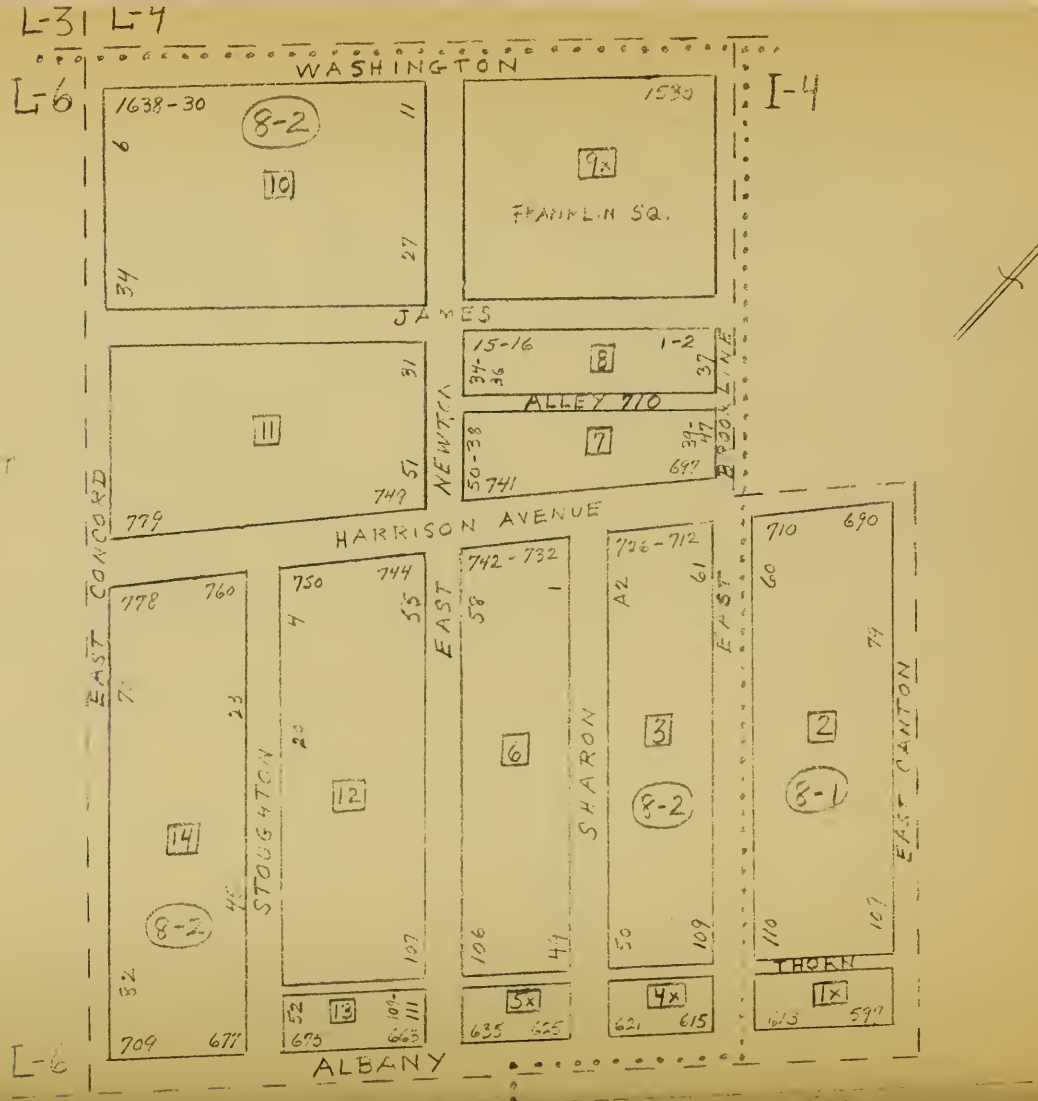
No.

TRACT L-5

1 INCH EQUALS 200 FEET

MAP 14 OF 15

V.H.B. dec. 1957

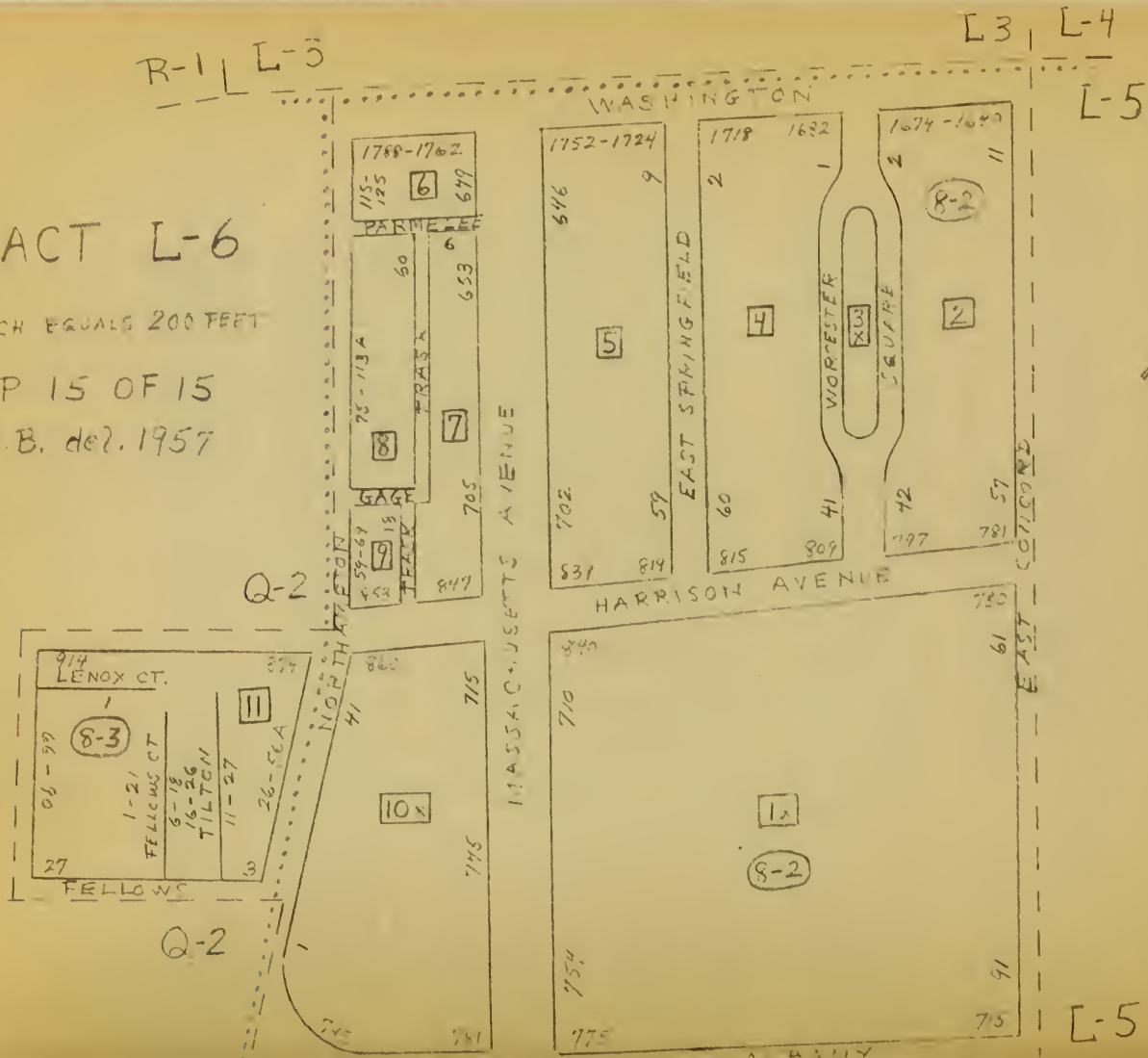


TRACT L-6

1 INCH EQUALS 200 FEET

MAP 15 OF 15

V.N.B. del. 1957



Boston City Planning Board
Set 1

SOUTH END SURVEY - Study No. 5-A

Proposed "Cathedral Playfield" Project

I.

The idea is herein advanced that the area directly south of the Cathedral Housing Project, bounded by Harrison Ave., Plympton, East Canton and Thorn Streets, be cleared and redeveloped as a major playground or small playfield of about 6 1/3 acres. (See map).

(Note: As stated in General Plan for Boston, Preliminary Report, 1950 by the City Planning Board, "The playfield.. in order to provide an acceptable variety of such interests as baseball, football, tennis and hockey, should comprise an area of at least seven acres, or at the rate of one and one-sixth acres per 1000 people, whichever is greater.")

This proposed "Cathedral Playfield" as it is herein tentatively designated, would be designed to replace and amplify the present facilities at the Rotch Playground at Randolph and Albany Streets. This is in a commercial-industrial area and poorly suited in location and size (2 3/4 acres) to the Cathedral Housing Project and nearby housing areas. (See map). The Rotch Playground might well be sold and the proceeds applied to the Cathedral Playfield Project. Since the redevelopment of the New York streets area the Rotch Playground has lost much of what limited use it had. It may also be noted here that a sum of some $15,000 from the proceeds of a small playground in the New York streets area may be available for application to a new South End playground. To sell the Rotch Playground may require legislative authority and the city's Law Department may have to pass on this point.

This "Outline" can only suggest the idea or concept and present a few available facts and data for consideration. Before any recommendation could be made a number of questions would have to be resolved by the City Planning Board and SENRAC and other interested parties to whom, it is further suggested, this Outline might properly be presented by the Federation of South End Settlements and the South End Planning Council jointly.

Some of the questions which can only be resolved by the study of combined interests appear to be as follows:

1. What facilities could be arranged and how adequately would they serve the tributary population? (A definite layout for a definite area by a landscape architect or other expert after research as to needs would have to be made).

2. How would this Cathedral Playfield Project fit in with overall city plans for this part of the South End? (Planning Board and others would have to evaluate).

3. How would the project conform in relation to needs of other parts of the South End as regards cost, value, service, etc. (SENRAC, Planning Board, Parks and School departments would all have comments to make).

4. Can the Rotch Playground be sold and proceeds applied to reduce the Cathedral Playfield project cost? (The 121,644 sq. feet in the Rotch Playground is valued by the Assessors at $121,600).

5. Would the new Boston Redevelopment Authority or the Boston Parks and Recreation Commission or a combination be the proper parties to undertake such a project? (See Chapter 150 of 1957 appended, establishing the Authority and defining its powers and duties).

6. Would Federal aid be available in part, or would the city finance under the new act to permit borrowing for such purposes outside the debt limit? (See Chapter 613 of 1957 appended).

7. Could or should adjacent blocks be taken and redeveloped at the same time? (Either for Playfield or other purposes).

8. How best can displaced families in the Playfield area be relocated?

II.

Assuming that the Cathedral Playfield project is found valid and desirable, some of the current available data will be of interest.

1. The area proposed, including street beds, is over 50% vacant land at the present time.

2. The assessed value of properties in 1956 was $328,600. Adding 50% for taking by eminent domain and related costs gives a gross cost of $492,900. (100% or $657,200 To conform with Studies 5-B & 5-C)

3. There were 186 housing units listed in the 1950 U. S. Housing Census of which 166 were rated as "No private bath or dilapidated."

4. The Cathedral Housing Project has 508 dwelling units and a total population of about 2000 of whom some 1200 are minors and over 200 are elderly persons.

5. It is understood that the Cathedral Housing Project, the Franklin Square House and others greatly desire improved playground facilities in their neighborhood and the diversion of present unwelcome activities from Blackstone and Franklin Squares.

6. The South End has no Playfield at all. One was definitely recommended in the Planning Board's 1950 Preliminary General Plan report. The South End has a density per habitable acre of ~~over~~ nearly twice that of either the Back Bay or Roxbury and yet is deficient in usable open space to the extent of 50 acres, according to studies made by M. I. T. investigators in 1945.

7. The entire area bounded by Harrison Ave. and Albany St. and by Dover and East Concord St. is in a transitional stage and is being studied in toto by the Planning Board and from East Concord to East Brookline Streets by the hospital interests.

8. The major interchange between the Central Artery (Fitzgerald Expressway) and the Southeast Expressway will be directly south of the proposed Cathedral Playfield area. (See map).

(Note: It also appears possible that a future "Inner" or "Crosstown" Expressway west of the Public Garden which has just been recommended by Coverdale & Colpitts in their 1957 Master Highway report - not the "Inner Belt Expressway" - might involve an alignment embracing a widened Waltham St. - west side - and this new possibility is indicated in a tentative way on the map. In such event, Union Park St. from Washington St. to Harrison Ave. might seemingly be transferred to the Catholic Archdiocese in consideration of related takings and the blocks between Plympton and Wareham and Wareham and Malden Streets might be added to the proposed Cathedral Playfield area or otherwise redeveloped as a super-block which is the trend in redevelopment.

This huge new expressway possibility which, according to the consulting firm, must pass west of the Public Garden would seemingly bisect the "Inner Belt Expressway" and would apparently be designed to connect the Northern and Northwestern Expressways directly with the Southeast and Southwest Expressways - the latter to run to Providence from the near-future "Southampton St. Interchange" now being planned.

No specific plan for this "Inner" or (preferably) "Crosstown" Expressway was advanced. The present writer believes that, if such an expressway is inevitable (a) for direct connections between the above four expressways; (b) to relieve the Central Artery of these loads; and (c) to take much of the present overload from Massachusetts Ave., then the best available alignment may be found via a widened Waltham St. - west side - widened Clarendon St. - east side - and four lane tunnel under the Charles Basin to the Kendall Sq. area of Cambridge. This project is huge and perhaps somewhat remote but must not be overlooked or discounted. It is being further studied and will form the subject of <u>South End Survey - Study No. 7</u>.

Under favorable circumstances and cooperation of all concerned this "Cathedral Playfield" substantial augmentation of South End recreational space might be achieved within a relatively short time. It is therefore recommended that copies of this Outline be distributed for study by the several authorities and others who will be most concerned.

Respectfully submitted,

Van Ness Bates
Research Consultant

October 10, 1957

SQ.
WASHINGTON
FRANKLIN SQ.
CATHEDRAL HOUSING
MGR. REYNOLDS
CATHEDRAL
WALTHAM
DOVER
HARRISON AVE.
CITY HOSPITAL
E. CONRAD
STOUGHTON
E. NEWTON
SHAWMUT
E. BROOKLINE
THORN
E. CANTON
ANDREW
BUSH
E. DEDHAM
PLYMPTON
WAGENAN
MALDEN
RANDOLPH
ROTCH PLAY-GROUND
PRAYER
ALBANY
FITZGERALD
EXPRESSWAY
100 200 400 800 1200
Scale 1 INCH EQUALS 400 FEET.
V.H.S. del. Sept. 1957
From Old Colony
To Old Colony Boulevard

Boston City Planning Board
Set #1

SOUTH END SURVEY - Study No. 5-B

"Columbus-Tremont Playfield and Housing Project"

I.

As noted in Study 5-A, a playfield as distinguished from a playground should be seven acres at least or one and one-sixth acres per 1000 people served. This Study 5-A suggested the possibilities of the six and one-third acres south of the Cathedral Housing Project for redevelopment as a marginal sized playfield on which large-area sports such as baseball, football and hockey could be provided for. It is fully appreciated that such a location and size will serve only a limited part of the South End.

The real question and, frankly, the greatest single physical area question in the South End is: Does the South End and its probable future population require a real major-sized playfield for general and permanent use?

If so, then a playfield of 10 to 12 acres should be envisioned and its location should be such as to serve the greater part, if not the whole of the South End insofar as possible. In the 1950 Boston Planning Board Preliminary General Plan report, a South End playfield was definitely recommended and was schematically allocated to the area bounded by Tremont, West Dedham, and Washington streets and Massachusetts Avenue.

In 1945 urban redevelopment studies by a M.I.T. team concluded that the South End needed at least 50 acres more of usable open space. They located three possible playfield sites as follows:

A. About 11 acres west of Washington St. between West Springfield and West Newton streets, using and closing Shawmut Ave. for that distance.

B. About 9 acres west of Washington St. between Dwight and Waltham streets, also using and closing Shawmut Ave.

C. About 5 acres west of Columbus Ave. between Holyoke and West Newton streets and running to the railroad right of way. This area was also specified for "field games" although of very limited size.

D. This study also envisioned a large "adult park" of about five acres between Pembroke, Ivanhoe, West Canton and Newland streets; and a large playground of over two acres from Albion St. to Shawmut Ave. on the north side of Compton St.

While it is, of course, possible to close Shawmut Ave. to through traffic, this may not be advisable and is a matter to be analyzed and decided one way or the other. If it is found feasible to do this, then it might make a vast difference in playfield planning for the South End.

II.

This present study is based on the assumption that such takings of Shawmut Ave. are not feasible or desirable; and that, as a principle, no large playfield area should be planned which would interrupt any major South End thorofare in any direction.

This present study also assumes that a very large scale enterprise may now be possible (a) under the new 1957 Chapter 613 allowing Boston to borrow up to $27,000,000 outside of its debt limit for redevelopment and allied purposes; (b) under the new Boston Redevelopment Authority constituted by Chapter 150 of 1957; and (c) because of the admitted fact that the South End situation is the most serious and of the greatest potential hazard to the city as a whole on account of its location and the condition of its housing and occupancy.

In 1950, of 13,100 South End dwelling units reporting, 6,783 of these units, or 51.8%, were rated as "No private bath or dilapidated", as against a city-wide average of 15.4%. Most all of the dwellings in the South End are over 100 years old and those that are not - such as on Columbus and Warren avenues which were laid out in 1869 and 1867 respectively - are not far from it.

Moreover, the South End in general, is a tax-deficit area in which, for every dollar collected in realty taxes several times this sum has to be spent for fire, police, health and other civic purposes. Accordingly, although the city administration hesitates to take further property out of taxation because of the city's thirty year continuing loss in taxable values, nevertheless in the South End this policy may well be modified to a substantial degree.

With a density per habitable acre of some 130 persons or nearly twice that of either adjacent Back Bay or Roxbury, the blunt fact is evident that the less people and the more open space the South End has - up to a certain point at any rate - the better off the city and the South End will be. Also it must be realized that the times and circumstances permit a redevelopment concept on a scale not previously feasible. It was even recently opinionated by a responsible authority that the bigger the project area the better the chances of its redevelopment.

This study therefore makes a proposal for a 12 acre playfield surrounded by new housing - either public, fiduciary-financed or limited-dividend private enterprise, as may be - first conceived by the writer in 1946, re-examined in 1952 and now presented for the consideration of all concerned.

III.

The area involved in what is herein termed "The Columbus-Tremont Playfield and Housing Project" is that bounded by Dartmouth, Tremont and West Newton streets and Columbus Ave. All of these are thorofares. Those parts of Appleton, West Canton, West Brookline, Montgomery and Pembroke streets and Warren Ave. which lie within this "super-block" are not major thorofares and can, it is believed, be eliminated without any adverse effect on South End traffic flowage.

In size, shape, location and service potentiality it seems that this may be the most satisfactory practical area for a combined playfield and housing project. The appended map shows a tentative, schematic plan of how such a development might materialize.

This study can only present the concept and suggest its consideration. The Planning Board and other city agencies, together with all South End authorities and interests will have to study and analyze such a tremendous project.

A few facts and figures regarding this area will, however, be pertinent in this preliminary presentation.

1. The blocks involved are 4, 5, 6 in Census Tract J-2 and blocks 5, 6, 7, 8 and 9 in Tract L-1 (See Housing Block Maps 9 and 10)

2. These blocks contained (1950 Census) 849 dwelling units in 353 assessed properties. There were 136 owner-occupied units and 710 tenanted. Of 751 units reporting their condition 551 were rated as "No private bath or dilapidated." In other words, surprising as it may seem, it would appear that for an estimate of the 849 total units about 575 units or two-thirds of the total housing in this area is substandard.

3. Apart from the Rice and Bancroft schools and the two small interior "parks" - Carleton in J-2, Block 4; and Montgomery in L-1, Block 6 - which are all city-owned properties there are two tax-exempt properties - Catholic on West Canton, north side at Warren Ave., valued in 1956 at $90,000; and Baptist on West Brookline, north side at Warren Ave., valued at $45,000.

4. The total project area is approximately 900,000 sq. feet or over 20 acres. Of this area about 290,000 sq. feet consists of street and alley beds. The two school areas total 45,000 sq. feet and the two small parks add about 13,000 sq. feet more. There thus appears to be some 348,000 sq. feet of street and public property in this area, or nearly 40% of the whole.

5. Assessed values in 1956 for this entire area embracing 355 properties (two tax-exempt) was $2,275,800. Adding 100% for eminent domain takings and related settlement costs gives a total of $4,551,600. as the cost of acquiring the privately owned property in the area.

6. The south side widening of Dartmouth St. to 100 feet is assumed in the belief that this width from Beacon St. to Copley Sq. should be striven for thru to Tremont St., and perhaps via the north side of West Dedham St. to Washington St. at Pelham St. and Mgr. Reynolds Way. Likewise, with the new Prudential development forthcoming the importance of West Newton St. is increased. The widening of this thorofare on the north side from Washington St. to the Back Bay is also to be considered and has been allowed for in this preliminary study.

7. Whether the new housing proposed to fringe the playfield would involve 500 or 1000 units remains to be determined. If the South End density is to be reduced it had better be the former. This study can only indicate the idea of such housing as an

7. (continued)

integral part of the general project and the "super-block layout" on the map as purely schematic. The idea of service ways parallel to Tremont and Dartmouth streets and Columbus Ave. seems logical and has been delineated for consideration. Sub-level use of parts of the general area for parking or civil defense shelters may also be feasible.

IV.

In summary it is herein concluded as regards studies possible to date:

1. A major playfield of ten to twelve acres is needed in the South End.

2. No major thorofares should be interrupted for such a playfield.

3. No one possible area can serve the entire South End for all purposes.

4. If the Columbus-Tremont project is found acceptable the Cathedral Playfield project (Study 5-A) of six and one-third acres may also be advisable for supplementary South End service. The cost of acquisition per sq. foot at assessed values plus 100% would be unusually low - less than $2.50 per sq. ft.

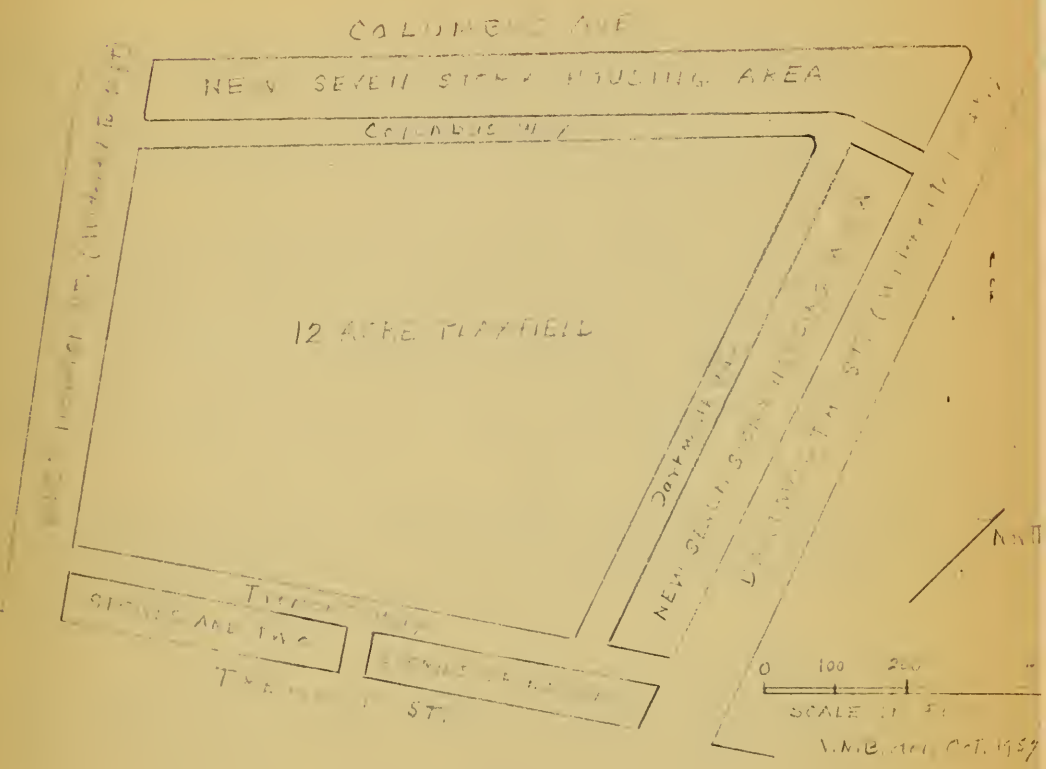
5. The new 1957 laws (Chapters 150 and 613) and the notorious lack of South End recreational areas combine to make a 20 acre taking now possible. The value should greatly exceed the cost.

6. This preliminary study should be distributed for consideration by the several authorities and agencies who will be most concerned.

Respectfully submitted,

Van Ness Bates
Research Consultant

October 21, 1957


COLUMBUS AVE
NEW SEVEN STORY HOUSING AREA
12 ACRE PLAYFIELD
ST.
0
100
SCALE

Boston City Planning Board
Set #1.

SOUTH END SURVEY - Study No. 5-C

Shawmut Avenue Playfield and Housing Project

I.

This study assumes the possible redevelopment either of all or of most of the approximately 20 acres bounded by West Newton, Tremont and West Dedham streets and Shawmut Ave. - Area 5-CA; and West Newton, Washington and West Dedham streets and Shawmut Ave. - Area 5-CB. (See the Survey Housing Block maps 4, 6 and 13). This second area includes Blackstone Park and the South End Municipal Building. The latter would, of course, be retained in any redevelopment plan.

This study is also directly related, as an alternative, to Study 5-B; and it is assumed that the reader is familiar with the 5-B text. The common basis for these two comparative and complementary studies is the top priority need, in the writer's opinion, for all authorities and South End interests to endeavor to come to an irrevocable decision as to whether or not the South End of the present and foreseeable future requires a 10-12 acre playfield (with or without new fringe housing of one kind or another, or some measure of allied "relocation" housing); and, if so, where the playfield had best be located.

For a full-sized playfield and fringe housing on two or three sides about 20 acres is desirable - also a central location. Study 5-B analyzed the 20 acre area bounded by West Newton, Tremont and Dartmouth streets and Columbus Ave.; and this Study 5-C analyzes the similar sized area adjacent eastward and as centrally located as any one South End tract of 20 acres could be.

This 5-C area lies within the larger general area (bounded by Tremont and West Dedham streets and Harrison and Massachusetts avenues) tentatively designated by the City Planning Board in 1950 within which to locate a South End playfield - which playfield was definitely projected at that time. This 5-C area is also directly adjacent to the principal playfield area delineated in the M.I.T. studies of 1945 between West Newton and West Springfield streets. Their 11 acre proposal took and closed that stretch of Shawmut Ave.

In Study 5-B we stressed the principle that no South End thorofare should be closed or interrupted, but pointed out that if Shawmut Ave. could be utilized it might make a vast difference in South End playfield planning.

II.

Study 5-C suggests two methods by which areas 5-CA and 5-CB might be redeveloped and the one-way thru traffic on Shawmut Ave. be maintained. The first method is simply to redevelop area 5-CA - all west of Shawmut Ave. - as the playfield. This area is approximately 590,000 sq. feet or over 13.5 acres. The rectangular

shape would be very satisfactory for an efficient playfield layout. Area 5-CB would retain Blackstone Park and the Municipal Building as is. The rest of 5-CB (Block 1 in Tract L-4 and Block 32 in Tract I-4) might be redeveloped by relocation housing to the extent necessary and this, if public housing, might perhaps be constructed as a trans-Washington St. addition to the Cathedral Housing Project.

(NOTE: Without arguing pro or con for further public housing, it appears almost inevitable that, in clearing any large area of the South End and dispossessing several hundred units of low-income tenants, <u>some</u> measure of subsidized relocation housing may have to be provided. In the case of the 24 acre New York streets tract where 998 units were eliminated, only some 400 remained occupied by the time the eminent domain takings began. It is reported, moreover, and somewhat surprisingly, that only about 100 families had to be publicly re-housed. This has created an impression in some official and other circles that relocation housing is not so essential as is asserted by urban renewal authorities with whom the writer is constrained to agree. The New York streets relocation problem was, most likely, the exception and not the rule.

(Our area 5-B contains 849 dwelling units and area 5-C has 629 units. If either area is to be redeveloped it may well be that 200 to 300 families might have to be provided with relocation housing who could not find new quarters on their own initiative. Under the redevelopment law, satisfactory or comparable relocation of the dispossed is mandatory. This constitutes a potential major problem in the clearance of any large area in any decadent district; and appears to be a probable inevitable factor in <u>any</u> substantial South End clearance project).

III.

The second method of dealing with areas 5-CA and 5-CB would be to consolidate them, including Blackstone Park and the bed of Shawmut Ave. from West Dedham to West Newton streets; and design the total redevelopment so as to conform to the retention and possibly expanded use of the Municipal Building. In this event, the one-way thru traffic on Shawmut Ave. could be provided for by a two-lane, non-ventilated, underpass from West Dedham to West Newton streets with ramp down from Union Park and ramp up to West Concord. Such an underpass would presumably be centered between the tracks of the future Shawmut Ave. subway, similar to the constructional layout of the present Huntington Ave. underpass at Massachusetts Ave. Sewers and utility conduits would be adjusted accordingly. Shawmut Ave. is just wide enough (including sidewalk space) for such parallel sub-surface transportation facilities. The added cost of such an underpass and the present uncertainty as to the time when the subway may materialize render such a redevelopment scheme more problematical than the above described first method, but must be recorded as possible and permitting a border development of housing similar to that suggested as feasible in Study 5-B. (See special 5-B map).

IV.

In analyzing area 5-CA we find 1956 assessed values of $1,365,700 on 209 private properties. (This does not include the city's $256,600 value for the former Girls' High or seven other city-owned lots totaling $4,500). Area 5-CB has 1956 values of $401,300 on 44 properties. (This does not include the city's Municipal Building and Blackstone Park which total $643,200). Total 1956 assessed values of 253 private properties is therefore $1,767,000. Adding 100% (from city experience) for actual takings by eminent domain proceedings and related costs gives a total of $3,534,000 as the estimated approximate cost of acquiring the 253 private properties in the full 5-C area. This compares with $4,551,600 on 355 properties, on the same basis, in the total 5-B area.

As regards housing: The 1950 census data shows for area 5-CA a total of 505 dwelling units of which 40 were owner occupied and 439 tenanted. Units reporting condition were 475 of which 291 or 61% were rated as "No private bath or dilapidated," that is, substandard. In area 5-CB there were 124 units, 7 owner occupied and 112 tenanted and 49 of 117 reporting or 41% substandard. The 5-C total units, therefore, were 629 with 592 reporting condition of which 340 or 58% were substandard. This compares with an estimated 66% substandard for area 5-B.

Special tax-exempt properties (apart from the city-owned properties) were five in all: The Lutheran Church at 85 West Newton St.; the Scotch Presbyterian Church at 147 West Brookline St.; the Armenian *(moving) Holy Trinity properties at 397 and 401 Shawmut Ave.; and the Episcopal City Mission at 415-19 Shawmut Ave. Their combined values totaled $185,800. This compares with two church properties in area 5-B totaling $135,000.

The Royal Arcanum parcels at 407 and 409 Shawmut Ave. constitute another special property which would be taken, valued at $37,500; *(moving) and the Boston Edison Co. has sub-station property at 73 and 85-91 West Canton St. which would seemingly have to be relocated *for an adequate playfield layout, valued at $165,300. (may not be needed after 1958)

V.

It is, of course, also possible that area 5-CA should be supplemented by the inclusion of the blocks north of West Dedham St. or the area bounded by West Dedham, Tremont, Upton, Pelham and Washington streets. These are blocks 19, 20, 21, 22 and 23 in Tract I-3. (See Survey housing block map No. 4). We may term this area herein as Area 5-CC. Block areas total about 150,000 sq. feet.

This area 5-CC may be advisable to acquire - if area 5-CA is to be the playfield - for relocation housing and/or if West Dedham St. is to be widened (north side) and cut thru to Mgr. Reynolds Way to provide a Dartmouth to Malden St. South End crosstown thorofare. The widening of Dartmouth St. (south side) to 100 feet from Huntington Ave. to Tremont St. is a possibility in South End master planning;

and even if Dartmouth St. remains as it is it may be wise to widen West Dedham St. and cut West Dedham thru from Shawmut Ave. to Washington St. at Pelham St. opposite Mgr. Reynolds Way.

This area 5-CC analyzes as follows: In 1956 assessed values were $487,000 on 61 properties. $100,000 of this was on the Terminal (Crafton) Machine Corporation at 75 West Dedham St. Adding 100% for taking by eminent domain gives a 5-CC acquisition cost of $974,400. The housing is relatively very extensive and also of very poor quality. There were, by the 1950 census, no less than 249 dwelling units of which only 10 were owner occupied while 228 were tenanted. Of 242 units reporting condition, 165 or 69.8% were reported as "No private bath or dilapidated" - that is, substandard.

VI.

In conclusion, upon deeper study by all concerned, it may well be found that (a) a 10-12 acre playfield is necessary for the South End; and (b) that it may best be located in either Area 5-B or Area 5-C. The special property problems are more complex in Area 5-C, but far less dwelling units are involved - unless sub-area 5-CC is included. Area 5-C is also the more centrally located area; and already possesses three large city properties valued at $899,800 and occupying nearly two and two-thirds acres of the whole area.

As in the case of Study 5-B, it is suggested that this Study 5-C should be distributed for consideration by the several authorities and agencies who will be most concerned.

Respectfully submitted,

Van Ness Bates
Research Consultant

November 1, 1957

(See Statistical Appendix next page)

SOUTH END SURVEY - STUDY 5-C - STATISTICAL APPENDIX - DECEMBER, 1957

	Jan. 1957 Police List Data; and 1956 Owner Occupancy from Assessment Data					U.S. Census Data for Year of 1950			
ract Blk.	Adults 1/1/57	Family Units	From S. E. '56	Into S. E. '56	Owner Occ.	Total Units	Sub-Stand.	Owner Occ.	Non-White
-3-24	36	13	0	0	9	18	0	4	2
" 25	46	12	0	0	1	43	21	3	6
" 26	27	7	2	0	0	17	6	2	2
" 27	57	10	3	0	3	86	56	4	4
"									
-4- 2	34	6	2	0	4	26	15	5	3
" 3	82	22	2	0	4	58	30	1	2
" 4	68	18	1	2	6	49	25	7	14
" 5	34	6	1	0	0	21	19	1	0
" 6	224	49	2	0	8	105	63	4	3
" 7	29	3	0	0	2	7	6	1	0
" 9	67	6	0	0	4	16	10	3	0
" 10	127	28	0	0	6	59	40	5	1
otal of -C-A	831	180	13	2	47	505	291	40	37
-4-32	115	25	2	1	7	71	42	6	4
-4- 1	75	13	4	0	1	53	7	1	4
otal of -C-B	190	38	6	1	8	124	49	7	8
-3-19	58	7	2	0	2	59	45	0	1
" 20	183	17	3	3	12	56	50	2	1
" 21	14	3	1	0	1	18	16	0	0
" 22	73	17	4	0	1	36	2	1	0
" 23	72	19	2	2	3	80	52	7	14
otal of -C-C	400	63	12	5	19	249	165	10	16
OTAL OF -C AREA	1,421	281	31	8	74	878	505	57	61

1. Area 5-C-A is bounded by West Newton, Tremont, West Dedham streets and Shawmut Avenue.

2. Area 5-C-B is bounded by Shawmut Avenue and West Newton, Washington and West Dedham streets.

3. Area 5-C-C is bounded by West Dedham, Tremont, Upton, Pelham and Washington streets.

VIB

SOUTH END SURVEY STUDY Number 8 DECEMBER 20, 1957

Pertinent Aspects of Urban Renewal and Allied Community Recreational Facilities

Section A

Selected notes on Chapters 34, 35, 36 and 28 of "Real Estate and City Planning" (Nelson-Ascherman; Prentice Hall, 1957); and Extracts from "Blueprint for Better Recreation in Boston" by Boston Municipal Research Bureau, 1956.

Chapter 34 What Causes Slums?

There are four basic reasons for decline of an area. These are:

1. Faulty Land Use. (Obsolete sub-divisions, inadequate traffic ways, excessive density, mixed and inappropriate uses, too intensive use of land)

2. Poor construction. (Lack of modern plumbing or heating; poor foundations, inability to remodel to standard codes)

3. Inadequate public services.

4. Obsolescence or abuse of property. (Style and economic factors enter here. Also absentee landlordism and milking of properties)

Lack of sound land use policies is a constant danger to any district or community.

The 1954 U. S. Housing Act now provides for conservation and rehabilitation as well as complete redevelopment of given areas. The "umbrella" term for the whole program is Urban Renewal.

Urban Renewal, together with Zoning and Capital Improvements Programming act as major tools for effectuating a modern city plan.

Chapter 35 How Cities fight blight.

1. All elements of urban renewal must be coordinated by one responsible authority. (Planning Board and Redevelopment Authority or Housing Authority must usually work closely together on fundamental aspects) The program should be geared to a selected plan of priorities. Various projects may have economic, housing, community facilities, circulation or blight prevention objectives.

2. Urban life requires decent shelter, employment, religion, culture and recreation. Urban renewal initiative may well be taken by any civic or business group. In larger areas where problems are highly complex any urban renewal project may set off a chain reaction of technical and financial problems. Make sure the objectives are clear.

3. Eligibility for Federal aid. Predominantly residential blighted areas may be redeveloped for any combination of use that may be indicated. Non-residential blighted areas are usually required to be redeveloped as predominantly residential areas. Open areas where there is arrested development may qualify. Also new open residential areas if allied to areas to be decreased in density.

4. Under the 1954 Act, rehabilitable properties can be sold if new owners will repair and improve them up to standard requirements. (A civic group can organize to acquire, improve and sell such properties)

5. A city must prove it has a Workable Program in order to get Federal aid. There are seven elements in such a "workable program." These are: Comprehensive plan; codes and ordinances; neighborhood analyses; administrative organization; financing provisions; relocation housing; and citizen participation.

Chapter 36 What lies ahead?

Urban Renewal may well become the major area of public expenditure in the next decade. Worn out central areas will often improve with redemption. Increased leisure time will demand that cities must become more attractive and offer a greater range of recreational, cultural, and educational facilities.

"The call is for civic leaders with their feet on the ground but their eyes on the stars." (End of book)

Chapter 28 Community Facilities

1. These include schools, hospitals, medical and health centers, welfare agencies, churches, libraries, social and civic institutions, parks, playgrounds, gymnasiums, museums and other recreational facilities both indoor and outdoor (pools, skating rinks, etc.) Also commercial facilities such as sports arenas, movie houses, bowling alleys, etc.

2. "Economically, the adequacy of community facilities is of great importance to the growth and development of any city."

3. Land devoted to recreational, educational and institutional use usually amounts to from 7 to 15% of the total urban area. "The location of parks and open areas has a direct effect upon property values." No community facilities can be properly located without thorough consideration of (a) density of population, and (b) circulation system.

4. "Community facility planning is important to any neighborhood conservation or urban renewal program and the two should be closely coordinated." "Upgrading the environment" is often basic to conservation and rehabilitation programs. This will mean improved

school or park and playground facilities in most cases. (Recommended by N.A.R.E.B. and conservation experts).

5. School play areas should have 200 sq. ft. per pupil, or 3.5 acres for an 850 pupil school. High schools require major land use factoring. The elementary school can often be combined with the neighborhood park. (Note this technique for new Dwight School)

6. Park planning standards are rather variable. Common sense helps a lot. As a general rule, active recreation areas in the form of parks, playfields and playgrounds should be from 2.5 to 3.5 acres per 1000 population. (The South End minimum should therefore be 125 acres. At present it is 10.25 not including Carter playground of 5.02 or the 28 acre Public Garden or the 43 acre Boston Common). (M.I.T. studies of 1945 declared that at least 50 acres more of usable open space was needed for the South End).

7. The Playlot. Pre-school, dense areas, a block facility. 5000 sq. ft. sand box, swings, climbing bars, etc.

8. The Playground. School ages to 15 years. Serve area of 1/4 to 1/2 mile radius. From 2 to 7 acres desirable or 1 acre per 1000 population. Limited indoor facilities optional and supervisor's office. Outdoor - play apparatus and multiple-purpose athletic field.

9. The Neighborhood Park. Basic recreation unit for neighborhoods, combining active and passive park areas. The center for 4 to 10,000 population. Service area of 1/2 mile radius. From 8 to 20 acres or 2 acres per 1000 population. Ideal to combine with school facilities. Should include combination gymnasium and assembly hall, club rooms, arts and crafts shops, hobby rooms, service facilities.

0. The Community Park. "The basic recreational unit for small cities or for sections of large cities housing from 20 to 50,000 residents is the community park. (Utterly lacking in the South End). Service radius of about 1 mile "altho for this type of park in larger cities the factors of physical barriers, ethnic differences and calibre of facilities and program come into play strongly." From 20 to 50 acres. Ideal for combination with high school. Substantial range of both outdoor and indoor facilities (including natatorium). Chicago finds that only 7% of registrants for such community facilities came from areas over 3/4ths of a mile distant.

In a 1956 report entitled Blueprint for Better Recreation in Boston, the Boston Municipal Research Bureau analyses the local situation well. A summary of pertinent points for our South End Survey is as follows:

1. Parks and Recreation Department. Stronger legal ordinance needed to empower department to be the major recreational agency for the city and include both cultural and recreational activities in its program. Two operating divisions needed - maintenance and recreation. Eight basic districts suggested. Eliminate duplicate School and Parks service conflicts. Increase appropriations for leadership from 40% to over 50% of total operating allotments. Staff not sufficient nor adequately paid. Make department savings from contraction of public bath operations, unifying outdoor play programs, adjust maintenance staffs, transfer certain services to M.D.C. and certain activities to Public Works department.

2. Activities and Facilities. Increase citizen "grass-roots" support. Indoor programs are weak and lack variety. Schools and Parks programs and equipment must be better coordinated. Extend programs into the spring and fall. School department suffers particularly from limited play space. Several districts (South End particularly) have "glaring deficiencies" of space. Planning Board has recommended one large and three junior areas, either new or extensions of present areas each year to make up deficiencies. Tot lots not desirable in future; the money better spent for larger areas. Coordination of M.D.C. and city facilities and their use is "desperately" needed. Better maintenance and modern equipment and facilities is essential. "Modernization should begin with the larger areas, especially playfields." Municipal buildings should be remodeled or expanded to convert them into "genuine" indoor recreation centers.

Section B

General notes on Relocation Housing and related matters of concern to South End interests, taken principally from Washington, D. C. data.

1. In the 1954 revision of the National Housing Act Congress included all eligible families displaced by governmental action for admission to low-rent public housing. The actual number of families in a given area can only be ascertained by family to family and building to building surveys. The 1950 census data can only give estimates. The size of the relocation problem is never constant, and check must be kept to see whether district rehabilitations of substandard buildings are exceeding demolitions. The percentage of tenancy and of non-whites in a given district should be analyzed in order to determine total needs.

2. Relocation sources include the following:
Available standard quality vacancies.
New private construction.
Section 220-221 FHA financing of new construction or rehabilitation.
Other rehabilitation in or near subject area.
Turnover in existing public housing units.
New public housing.

3. A rehabilitation program, with or without FHA financing, is usually essential in order to avoid excessive public housing. In Washington a private corporation with capital of one to two million has been recommended. The equity funds would be used as working capital and to finance acquisition of properties for rehabilitation which would then be done with FHA financing. St. Louis, Kansas City and Cleveland have such corporations.

For a rehabilitated property containing up to 11 dwelling units the FHA mortgage may be up to 90% of the first $9,000 of appraised value, and 75% of value in excess of $9,000 with a term of not more than 3/4 of the estimated remaining economic life of the property. For multi-family rental properties total mortgage may be 90%. (The special problem in this regard in the South End is the basic age of rehabilitable properties. Most will be over 100 years old. Can they be so rehabilitated as to warrant a further economic life of at least 30 and preferably 40 years for loan amortization? Careful study needed).

A private corporation to engage in South End district rehabilitation (and perhaps Lower Roxbury as well) should not have any monopoly or preference over other private enterprise activities. Such a corporation would, however, assure part of the job being done and stimulate others to act. Such a corporation might engage in development, either thru rehabilitation or thru construction of low-priced relocation housing, utilizing the special 221 FHA financing which provides insurance of mortgage financing up to 95% of estimated value of a single family dwelling, not to exceed $7,600 or $8,600 in high cost areas.

4. A "Fight-Blight Fund" has proven successful in Baltimore. Business and finance sponsored as a non-profit organization, it has provided guidance and advice to home owners in securing responsible contractors and helping them arrange financing thru normal channels. It has worked only on the difficult cases referred to it by code and enforcement officials. Some 75% of cases have been resolved by guidance and a helping hand. About 25% have required some amount of special mortgage loans. Less than 5% of total home owners ultimately required direct financial assistance. Such a Fund, it is felt, might also participate in relocation rehabilitations as in the case of the proposed "private corporation" above discussed. (Whether either of these techniques can be applied to South End circumstances requires detailed study by local financial and business interests).

5. The use of trailers for some relocation housing may be a South End possibility. This might make possible the utilization of small lots resulting from demolitions. (As the Health Inspector said at a recent SEPC meeting "What can you do with a 20 foot frontage lot)? A few miscellaneous open areas of two or more open lots (Hingham St. or Comet Place, for example) might be so employed. The units would be mobile, the technique would be of a temporary nature, and some measure of public housing might be avoided. Also a trailer-town of say 100 units might be a possibility, for example on the illogical Rotch playground when, as and if this is superseded by more appropriate and better located recreational facilities.

(It is understood that units to sleep four, completely equipped except for linen and crockery, can be had for about $3,000 per unit). Without heat or light (both extra) the city could rent such units for under $40. per month and still amortize its loan in under 10 years. Quonset huts are an alternative to trailers. Neither are especially desirable but might be advisable in some areas and to some extent and for limited transitional periods. The basic idea is, accordingly, herewith noted for possible consideration.

6. Expressway programs will add to the relocation program in many areas - such as Lower Roxbury (Inner Belt) and South End (Possible Cross-town).

   A Central Relocation Agency for all relocation problems within a given city is believed to be the best technique by Washington authorities. Some 90 real estate firms are cooperating in furnishing low-income sales and rental listings.

   A shortage of adequate sites for new public housing has been a Washington problem. Consideration is being given to acquiring privately owned rental developments and to constructing a number of relatively small projects in blighted areas outside of the contemplated redevelopment areas. (Philadelphia has also studied such small scattered public housing units but within the redevelopment area itself).

   The total number of families requiring relocation seems to vary in the several redevelopment areas of Washington from 20 to 50%. There is a special and increasing demand for relocation units with 3 or 4 bedrooms. It is now proposed in Washington that 72% of the last 1500 units of public housing authorized have 3 or more bedrooms.

Section C

The Real Estate Point of View in regard to Urban Renewal Matters.

1. The Boston Real Estate Board was represented at an Eastern Regional Urban Renewal Clinic in New York in September 1957. The conclusions as summarized and sent to Board members were as follows: "1. Urban Renewal is a long term program which requires years of planning and execution. 2. The most important single factor in the success of renewal is the leadership of a strong, aggressive mayor. 3. Unless civic and business interests are 'sold' on the philosophy of renewal and are willing to act as partners with City Hall, a successful program is virtually impossible. 4. Proper overall planning is vital to a successful renewal program, and Boston is fortunate to have Donald Graham as its Planning Administrator. Graham enjoys a national reputation in both city planning and urban renewal. 5. Additional public housing is 'usually' a part of any overall renewal program."

2. Under the heading of Build America Better the 1957 National Association of Real Estate Boards (N.A.R.E.B.) resolved as follows:

"We commend the Urban Renewal Administration for having placed new emphasis on a conservation approach to urban renewal by establishing an office to expedite and stimulate rehabilitation work in urban renewal programs. Such a conservation approach to urban renewal is essential to a large-scale elimination of slums and blight. It is based on conserving everything within an older area that is worth saving, removing unfit structures, and combining new public works, rezoning, and housing code enforcement with the private work of rehabilitation and rebuilding on vacant sites. Local initiative and effort should be given wider scope in order to simplify and speed this work. The most recent advance of the work of the Build America Better Committee, under which teams of experienced Realtors visit communities for an intensive study of particular urban renewal and neighborhood conservation programs, is commended to all member boards where local conditions warrant."

3. Under the heading of Public Housing it was further resolved:

"We call upon the Administration to refrain from recommending additional public housing units and upon the Congress to reject pending legislation for expanding the present public housing program beyond its present June 30, 1958 termination date."

"The relocation housing insurance program of the Federal Housing Administration is proving adequate to provide the housing needs of low-income families displaced by federal urban renewal programs and other governmental action in the same general income range as public housing tenants."

"Further, to assist those not eligible for relocation housing insurance, we recommend a program of rent allowances by local welfare agencies to be applied to housing which conforms to local health and safety standards."

"We recommend also that the states and communities proceed toward the orderly liquidation of existing public housing projects and their transfer to full taxpaying ownership."

4. In a N.A.R.E.B. 1957 Convention address, the chairman of the Build America Better Committee termed the rehabilitation of old homes as "the best business opportunity in the United States today." He also said that "Every indication makes probable that rehabilitation of older houses will soon be a larger dollar volume industry than the construction of new homes."

Section D

Observations and Conclusions

1. Section A. Land Use in the South End is too intensive and there is too much mixed use. Density is far too high. Foundations are often poor. Remodeling to modern standards will be difficult in many cases. A large urban renewal project may set off a chain reaction of allied technical and financial matters. Objectives must be made clear. All elements of urban renewal must be coordinated under one responsible head. Citizen participation and understanding is imperative. Urban renewal may be the largest increment of civic expenditure in the next ten years. Cities must become more attractive. Adequate community facilities are essential to this end. Adequate park and playground space is fundamental. The South End needs at least 50 acres more of open space of a usable nature than it now has.

2. Section B. The 1954 Housing Act has expanded the number of families eligible for admission to low-rent public housing. To determine the number of families requiring relocation takes detailed surveys. There are six basic sources of relocation housing. A rehabilitation program usually with FHA financing is invariably essential for renewal of a sizeable area. Can many of the present South End structures be so rehabilitated as to assure an adequate economic life for FHA financing? Can a private rehabilitation corporation or a "Fight Blight Fund" be organized to do the prime work in the South End? Can trailers be used or Quonset huts as temporary relocation units instead of more permanent public housing units? Expressway locations must be evaluated. A central relocation agency for the entire city assisted by real estate firms for listings is desirable. Adequate sites for further public housing are not always easy to find. Small projects scattered or takeover of private rental units are being studied. Percent of families to be relocated varies from 20 to 50 in Washington areas, and a majority now want 3 or more bedrooms.

3. Section C. The Boston Board reports that a strong mayor is the most important single factor in urban renewal which is a long term process. Civic and business interests must be "sold" on urban renewal and work in partnership with City Hall. Overall planning is essential and Boston is fortunate in its experienced Planning Administrator.

N.A.R.E.B. commends the conservation approach emphasis. Save all that can be saved and eliminate the unfit. Give local initiative wider scope. The relocation insurance program should be supplemented by local welfare rent allowances where necessary. No more public housing is needed and the present projects should be sold and put on full tax basis. The rehabilitation of old homes is the best business opportunity in the United States today.

4. In conclusion, despite the recommendations of N.A.R.E.B., it appears to the undersigned that the renewal of a sizeable area, such as most of the South End, may require the payment of a premium as well as a price. The price will be the net cost which must be justified by a greater civic value. The premium would be any added measure of public housing units. But such a premium may well be paid, if imperative and no workable alternative, rather than fail to renew and allow the continuance of existing wholesale blight. This is the realistic issue.

Respectfully submitted,

Van Ness Bates, Research Consultant

(Appendix on Washington
Relocation procedure)

SOUTH END SURVEY - Study No. 8

Appendix on Washington Urban Renewal Relocation Procedure

A. Procedure Techniques

Determination that a required percentage of dwelling units in area marked for renewal are sub-standard.

Ascertainment of percentage of present resident families of low income eligible for public housing if no alternative.

Data on present public housing vacancies and rate of annual turnover.

Study of bedroom needs of families to be relocated, and number of public housing vacancies occuring in past year with comparable bedrooms. (Note: Compound families using four or more bedrooms may be persuaded to divide or else to bolster joint income for private re-housing).

Private housing listing service data and accommodations available for non-white occupancy. Number of bedrooms and rental ranges.

Private housing requirements for families to be privately relocated. Number of bedrooms, number of families accordingly, required rentals.

Liaison between Relocation Division and over 50 cooperating real estate firms which strive to find standard relocations at acceptable rentals. (Note: This is a very important element in the procedure).

Tact, patience, understanding, individual attention and direct assistance are all needed in the relocation process. The Staff is selected for its competency and skill in these and related social and welfare regards.

B. Procedure Policies

Eviction: Only if failing to pay rent after renewal authorities take property, or failure to accept reasonable relocation housing.

Habitability: Of relocation housing determined by technicians.

Temporary Relocation: Such relocation only upon request or when such action necessary for family safety. Such families will be offered standard permanent housing subsequently.

Notification: Early, clear and detailed as to requirements. Ample time allowed for family to choose a private relocation.

Scheduling Relocation: As few families to be moved at one time from given project area as possible. Stagger the total. Stages of two blocks clearance at a time is enough.

rative Agreements: The Redevelopment Authority and the Housing rity consolidate relocation activities. A joint team of viewers solicits and lists standard private vacancies.

alth and Welfare Agencies: Relocation of low income families invariably reveals many health and social problems which add to relocation complexities. Major agencies are invited to cooperate by providing expert assistance and other professional social services.

Public Relations: Constant citizen contact. Group discussions. Progress reports to all interests by speeches, pamphlets and other media. The Urban League, for example in regard to items 7 and 8, has collaborated by educational program to allay fears, explain procedure and teach better housekeeping, budgeting and good citizenship.

12/20/57